VOTING ON DEMANDS FOR GRANTS.

PRESIDENT: The House will now proceed to the voting of Demands for Grants.

DEMAND I—PUBLIC WORKS DEPARTMENT.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Sir, I rise to move for a grant not exceeding Rs. 39,11,077—under Demand I—Public Works Department.

Motion No. 1.

MR. K. PADMANABHAN (*Chirayinkil I*): I rise to move:—

1. *To omit the allotment of Rs. 4,800 for assistant Engineer.*

Sir, the object with which I have moved this motion is quite simple and it is in the printed sheet. The Public Works Department is one of the biggest spending Departments in the state. This House should not grudge that Department spending moneys for the good of the people. Under "Direction", there is an allotment of about Rs. 40,228. Under "Execution", the budget estimate is Rs. 24,44,732, Out of the total grant demanded by the Chief Engineer, *viz.*, Rs. 39,11,077, deducting Rs. 26,75,111 which is consumed for salaries and establishment of the various offices and the head office together, there is only a small fraction left. It comes to about Rs. 12 lakhs. Out of this amount, we find a vast portion to the extent of Rs. 10 lakhs is to be expended in the capital city for Town Planning or other purposes. We know, as a matter of fact, that there are responsible officers for supervising that work in the Trivandrum town under the Public Works Department. The amount remaining comes to about Rs. 3 lakhs, that is after deducting about Rs. 10 lakhs for Trivandrum town. Only this much of the amount is to be expended outside Trivandrum town. It is for that purpose we find such a big allotment for officers and a host of subordinates under various sections in the Chief Engineer's Office. This particular item which I am moving for being omitted is seen on page 184 of the Preliminary Budget. That Assistant Engineer is at present attached to the office of the Chief Engineer and attending to office work. He is more or less doing the duties of a Personal Assistant to the Chief Engineer. The question here is whether, a Personal Assistant is required to attend to the routine duties of the Chief Engineer. It is a very serious question deserving attention. In the budget, the salary of the Chief Engineer is fixed at Rs. 700 to Rs. 900. But the present Chief Engineer is drawing a very fat salary of over Rs. 1,700.

PRESIDENT. Then why not deal with the Chief Engineer in your motion?

MR. K. PADMANABHAN (*Chirayinkil I*): I am only incidentally referring to it for the sake of argument. The salary of the present Chief Engineer is nearly double the maximum salary fixed in the budget. The present Assistant Engineer, who is assisting the Chief Engineer, is a person with consideradle experience in P. W. D. work,

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For merely attending to the routine duties of the Chief Engineer, it is a matter for consideration how an experienced officer of this type is necessary.

What is the ultimate result of resorting to the practice of appointing Assistants to Departmental Heads? That is a matter which I think we have to consider very seriously. There has been a tendency for the Government to appoint Personal Assistants to various Departmental Heads. This House has on several occasions expressed its disapproval of that practice. As a result, we find that the posts of several Personal Assistants have been done away with. In those departments, work does not suffer for want of personal assistants. Even with regard to the allotment for this particular Assistant Engineer, we find from the Budget proposals a very glaring ambiguity which I am at a loss to understand. This Assistant Engineer is provided with Rs. 250- 300. Even if he is to get the maximum of Rs. 300 per mensem it will come to only Rs. 3,600 per annum. But the allotment for this officer is Rs. 4,800. How that excess is arrived at is not explained. If it is by way of personal allowance or some other such things, that matter should have been explained at the foot of the Budgets as is done in the case of the Chief Engineer. Now who is this officer? I understand that it is one Mr. Sesha Iyer, a very capable officer who has got general as well as technical qualifications. He is a graduate and also a B. E. Such an officer is almost rotting in that office, simply sleeping and enjoying the electric fan in his room. If he is put in charge of a Division, it would have been possible to extract sufficient work from him. In the office he is only performing the duties of the Superintendent and supervisor. There is a Superintendent drawing Rs. 100—125 and there is a Supervisor drawing Rs. 150. All these three officers perform duties almost similar. Now what is it that is done in the office? The note is prepared by the clerk and it goes on to these officers for initial, and finally to the Chief Engineer for signature. If the Chief Engineer is not able to attend to even such works, then I think we can manage even without the Chief Engineer. Then why should we have a Chief Engineer here? We have been clamouring in this House for retrenchment. On that account also I place this motion for the earnest consideration of the House If this motion is passed, we can save Rs. 4,800 which can be utilised for other more useful purposes. We are clamouring for roads in the villages, good drinking water and other amenities in rural parts. If this allotment is omitted, it can be used for those purposes. So I humbly request the members of this House to see that this motion is carried. I believe the Chief Engineer himself will not raise any serious objection.

MR. S. J. NAIR (*Nedumangad*): Sir, I second the motion. There was a time when the P. W. D. Chief Engineer wanted a Personal Assistant of the status of an Assistant Engineer in his office. So far as the former Chief Engineer was concerned, there were the Electrical Department, the Water Works and Drainage Department and other Departments under his charge. Now these Departments are bifurcated and the Chief Engineer is divested of these works. He has now purely to confine himself in the matter of the construction of roads and buildings.

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MR. P. C. KURIYAN (*Kottayam I*): May I know whether, in the case of former Chief Engineers, the Electrical Department was ever under them?

MR. S. J. NAIR (*Nedumangad*): Even if there was that Department, they had to look after that Department also. The Chief Engineer was all in all in the P. W. Department before. Now, with regard to the Engineering Department, various diversions have taken place. The Electrical Department has been diverted and it is placed under an able Chief Engineer in Mr. K. P. Padmanabha Menon; and another department has been created and it is placed under another able officer, I mean the Water Works and Drainage Engineer. Now there remains only the construction of roads and buildings to be looked after by the P. W. D. Chief Engineer. To assist the Chief Engineer for that purpose, an Assistant Engineer on a high salary is not at all necessary. It is only an ornament. Even with regard to the construction of roads, what is it that the Chief Engineer has to do? We find that the allotment for new roads is only Rs. 14,860. Is it for the purpose of spending Rs. 14,860 that we have the post of a Chief Engineer on a high salary and also a Personal Assistant on a salary of nearly Rs. 5,000 per annum. There is absolutely no necessity to retain such an Assistant Engineer as the Personal Assistant to the Chief Engineer. So I appeal to this House to see that this motion is carried.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Sir, I object to the reduction of the amount. The fact of the matter is that, till 1098, in the P. W. Department, there was the Deputy Chief Engineer. I think his salary was about Rs. 900. In the reorganisation in 1098, the Deputy Chief Engineer's post was abolished and a Personal Assistant was given to the Chief Engineer. I may point out to the mover of the motion that the Chief Engineer is a touring officer; and while the Chief Engineer is away—

MR. S. J. NAIR (*Nedumangad*): May I know whether the Chief Engineer has toured in connection with surprise visits?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): It is difficult to surprise some people, Sir. (*Laughter*).

MR. S. J. NAIR (*Nedumangad*): Has he toured in connection with the inspection of roads?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): The Chief Engineer has done over 112 days touring up to the beginning of last month. And while he is away the office has to be run by some one. That is one point. Then if the Chief Engineer is relieved to some extent of the routine work in the office, he will be able to better confine his attention to other works.

MR. K. PADMANABHAN (*Chirayinkil I*): May I know from the member ——

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Let me finish. I have not interupted you.

I may also remark that the Superintendent referred to by the mover is in charge of the clerical branch and the Supervisor is the Head Draftsman who has to attend to drawing works.

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MR. S. J. NAIR *Nedumangad*): Sir, I rise to a point of order. Is it proper to address members direct as the Chief Engineer did just now. He said, "I did not interrupt you" Is it in order?

PRESIDENT: That was a personal appeal without the knowledge of the Chair.

MR. G. B. E TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): I am sorry, Sir. The preparation of drawings and estimates and the accounting of work has to be carried out by the Personal Assistant. He has also to advise on the proper allotment of funds. In other words, he has to relieve the Chief Engineer of a considerable amount of routine work. I have so much work in the office that I am not able to do as much touring as is necessary. The Personal Assistant looks after the routine work while I am on tour. So I put it to the mover that he will kindly withdraw his motion.

MR. K. PADMANABHAN (*Chirayinkil*): May I know whether there is any departmental head in the service of the State who is not a touring officer?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): I believe there is the Chief Secretary.

MR. K. PADMANABHAN (*Chirayinkil I*): But is he a Departmental Head?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings, and Irrigation*): Yes, he is the head of the Secretariat.

RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*): If the pay of the Assistant Engineer is Rs. 4,800, why was not the reason for the increased amount stated at the foot of the Budget?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): That is according to the Standardisation scale. He is an Assistant Engineer.

MR. K. PADMANABHAN (*Chirayinkil I*): The answer given by the Chief Engineer is not at all satisfactory. (Mr. S J. Nair: *hear, hear*). The only reason which he put forwards is that he is a touring officer. As a matter of fact, we know that there are ever so many touring officers who have got a lot of touring work. Take, for example, the Land Revenue Commissioner. He is a touring officer. He has no Personal Assistant. The Police Commissioner is also a touring officer. He also has no Personal Assistant.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): Has not the Land Revenue Commissioner a Manager in his office?

MR. K. PADMANBHAN (*Chirayinkil I*): That is entirely different.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): May I know how it is different?

MR. K. PADMANABHAN (*Chirayinkil I*): It is a matter which the Honourbble member is likely to know.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): I am not likely to know that.

MR. K. PADMANABHAN (*Chirayinkil I*): Then I am not prepared to answer that.

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[MR. K. PADMANABHAN]

The only reason which the Chief Engineer urges for the retention of the Personal Assistant is that he is a touring officer and he has been saying that, when he is touring, this particular officer has to attend to various duties. That is a very bad practice. It will create very bad results. When the Chief Engineer is on tour, papers can be sent to him in camp. From the Chief Engineer's answers; it would appear that all his functions are practically attended to by the Assistant Engineer. That is all the more objectionable.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): I did not say that. If any impression was created to that effect by my speech, I wish to correct it. I said the routine work only is attended to by the Personal Assistant.

MR. K. PADMANABHAN (*Chirayinkil I*): I press the motion.

MR. K. R. ELENKATH (*Kalkulam I*): May I know from the Chief Engineer whether the allegation made by the mover of the motion that the work of the Personal Assistant, the Supervisor and the Assistant Engineer is identical is true?

PRESIDENT: That was already answered by the Chief Engineer.

Moved and seconded that a sum of Rs. 4,800 for Assistant Engineer be omitted

The motion was put to vote and lost.

Motion Nos. 2 to 4.

The following motions were not moved :—

MR. K. PADMANABHAN:

2. To reduce the allotment of Rs. 4,800 for Assistant Engineer by Re. 1.

MR. K. PADMANABHAN:

3. To omit the allotment of Rs. 1,836 for Superintendent.

MR. K. PADMANABHAN:

4. To reduce the allotment of Rs. 1,836 for Superintendent by Re. 1.

Motion No. 5.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): Sir, I beg leave to move the following motion :

To reduce the allotment of Rs. 22,347 for salaries by Re. 1.

PRESIDENT: I hope the honourable member realises that it is the total amount that he has given here in his motion and it includes also non-votable items. So he can confine his attention only to votable items.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): Yes Sir. I am willing to reduce the amount to the votable portion, if the President will permit me.

PRESIDENT: The honourable member will go on.

MR. KAINIKARA M. PADMNABHA PILLAI (*Changanachery I*): Sir, the budget before us is a printed proof of the fact that the Chief Engineer and the Public Works Department are not attending equally to the needs of different localities and that is perhaps the real cause of the fact that the various important public improvements that have been

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started in the various parts of the country are even to-day lying half complete. The very meagre allotment made for communications this year has been most inequitably distributed between the various districts of the State.

While looking over the detailed expenditure on communications under public works, I was surprised to find that the amount set apart for the continuation of works in progress in the Changanachery taluk was Rs. 300. I was thinking whether our P. W. D. had already raised my taluk to a heaven or they condemned it to an eternal hell. We, for our own part, know that in various parts of the taluk people have opened at their own expense hundreds of miles of ryots' roads which the authorities have not even once visited. We, as a matter of fact, find that thousands of rupees have been expended upon various canals in our locality which are even now left incomplete; and I and other members who represented my constituency in the old Assembly have been repeatedly speaking in this House and the preceding House of the injustice done to our constituency in leaving them incomplete.

During the last three Budget Sessions of this House, I have been repeatedly pointing out that Government have expended Rs. 30,000 on the Chalakkal canal and the whole money is lying waste, because a very very small portion has to be completed. Some two years ago, we were told that Government had a scheme of blasting the rock for protecting the bunds of the reclaimed portions of the Vembanad lake; and I am told that some thing was done in that direction. But what transpired I do not know the work has been stopped.

Last year not only I but many members of this House pressed most emphatically the necessity for the canal between Changanachery and Alleppey. Both the members for the Ambalapuzha and Changanachery taluks spoke of the necessity for the completion of the work. The work was started many years ago and many thousands of rupees were spent and the work was left again idle. The canal is complete from Alleppey to Kavalam but even that portion is useless, because Government have left unopened two portions, one in the west and the other in the east of Kainakkari. The two portions together will come to 50 feet only in length which will require only 30 cents of land. But Government have left these two portions unopened and the canal is like a tube closed at both ends. Whenever the matter has been brought to the notice of the Chief Engineer, he has been telling me that the people did not keep the promise they had made to give the land free of compensation. To my question as to who gave the promise, the date on which the promise was given, whether the men who gave the promise had any right over the lands which they promised to give, and so on, the Chief Engineer was silent. It seems somebody gave some promise at some time that the land belonging to somebody else will be given and Government simply swallowed the promise and launched into a scheme involving thousands of rupees, spent a portion of the money and then left the remaining portion of the canal

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[Mr. Kainikkara M. Padmanabha Pillai.]

incomplete. It seems Government very little understands what land means in Kuttanad. People of Kuttanad live on land not made by God but on land made by man. They have to bring mud from lakes and sand from river to make their land. And to imagine that the people of Kuttanad will hand over such a land, every cent of which is far more valuable than acres in other part of the State, is mere madness. Government ought to have begun the work after deliberately getting the promise from the owners of land that they would be prepared to hand over the required land free of cost. The canal is a necessity not for persons who promised to give the land, not even to those who are to give the land, but to the people living at Changanacherry and Alleppey, two important commercial centres in North Travancore.

I do not want to multiply examples of incomplete works. Even yesterday Mr. Pacode A. Narayana Pillai was explaining that Rs 50,000 was spent for investigation of the Railway to Nagercoil and Mr. Krishna Panickar was saying that Rs. 6,00,000 was spent for constructing a canal from Alleppey to Shertalla and that both the works are left incomplete. This policy of spending money without fully understanding the implications and then leaving portions incomplete in various parts of the country, I must say that it is not the right way of spending money. When we demand for roads, we are told that there is no money. Just now when interpellations were going on, the Chief Engineer was asked how a work was begun without making a full estimate of the cost, and he was telling us that the estimate might have been prepared for a portion of the work and that portion might have been completed. If the Government are going to launch upon schemes like that, making calculations of expenditure on portions of work and if when they find at the middle of the work that the cost is going beyond the estimate, the work is stopped, that money is wasted, the people are disappointed, and our needs are not satisfied. With these words, I request the House to accept my motion.

MR. K. R. ELENKATH (*Kalkulam I*): Sir, I second the motion. It has been the policy of Government to waste public money by leaving works half done. In very few cases, they take upon themselves the work without looking to the needs of the rural population. Even in making allotments, I can understand if large amounts are involved Government considering the expenditure alloting a portion of it for a particular year. Take, for instance, a case where Rs. 10 lakhs are involved. I can quite see why such a work could not be completed during the course of one year. But, Sir, even in the case of small works which cost only a few hundreds or thousands of rupees, Government have been grudging to allot the whole amount so that the work may be finished in that year.

I would refer to one or two allotments made in the current year's budget. It was after considerable agitation of the people of the village Lekshmipuram in Kalkulam taluk that Government sanctioned the construction of a tank. It is a place where there is complete dearth of water, where people cannot get a drop of water even at times when there is no scarcity for water in other places. Sir,

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the total estimate for the work is only Rs. 3,600. The amount which is proposed to be spent during the ensuing year is Rs. 2,000. The balance is only Rs. 1,600; and if that amount is also proposed to be spent in 1113 or during the course of two or three years, what will be the result? In the course of a year, on account of rain, on account of neglect, all the work already done may be spoiled or may be damaged. And what is the result? Even if Government are willing to spend the remaining Rs. 1,600, they may find it difficult to complete the work next year. So it will be not only a loss but it may be a way of incurring additional expenditure and at the same time the people are devoid of the advantages which are intended to be conferred by means of the allotment.

Sir, I shall refer to a road which is only 2½ miles in length running from Monday Market to Colachel. It was nearly 4 years back when a portion of it was metalled for nearly three or four furlongs and the remaining portion has been left during all these years unmetalled. As a result of it what purpose the Government intended by metalling part of the road has not been advantageous to the people. Only three or four furlongs have been metalled. All the remaining portion is left unmetalled. There is a small stream running which carries water all through the year which may at any time destroy the portion already constructed. It would require not more than Rs. 1,000 to erect a causeway or a small bridge. If that is completed, the whole road would be used conveniently not by the people alone, but the carts can be taken into villages where agriculturists are constantly in need for taking manure.

I shall refer to another road which runs from the Thiruvattar Padmanabhapuram road. Only three miles of the road have been completed and all the rest is left incomplete since the last four or five years. What is the purpose served by leaving such long distances incomplete and portions of it alone being made useful for travelling?

For these reasons, I think Government should adopt a policy by which they could know that the work started in a particular year could be completed in the very same year unless it involves very big amounts. With these words, I support the motion.

MR. S. J. NAIR (*Nedumangad*): Sir, I support the motion.

PRESIDENT: I hope not for the reason you already mentioned. (*Laughter.*)

MR. S. J. NAIR (*Nedumangad*): The policy of the Department in leaving works, and at times very important works, for which thousands of rupees have already been spent, as incomplete works, without making any sort of allotment for the completion of those works, is not at all commendable. As an illustration, I shall bring to the notice of the House the work on the Chittar road scheme. It has got three sections. The first section is from Kallamballam to Nagaroor, a distance of about 5 miles. That work was completed 9 years ago. The second section is known as the road from Nagaroor to Vamanapuram which covers a distance of about 4½ miles. Since 9 years, no work was done in that road. In the current year's budget, Rs 1,000 was allotted for the purpose and the work was begun only by the end of last

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[Mr. S. J. Nair.]

month. There is absolutely no provision in the coming year's budget for the completion of the rest of the work. The third section is from Vamanapuram to Palode, a distance of about 12½ miles. So far as that distance is concerned, 7 miles of road was constructed three years ago and more than Rs. 15,000 was spent for the purpose. Since 3 years that road is not used, because the remaining portion is not completed. There is absolutely no provision in the next year's budget for the completion of that portion. Thus we can find that not less than Rs. 25,000 or 30,000 have been already expended by Government some years ago and no useful purpose is being served as a result of that expenditure incurred by Government for constructing that road. There must be some basic principle, or some systematic policy adopted in the matter of beginng of a work and to continue it and to complete it. Here, the policy of the Public Works Department seems to be to begin a work, waste some money over it, leave it there unfinished and unattended and then begin some other work and leave it incomplete. There is absolutely no sort of responsibility so far as the Head of the Department is concerned. It is nothing more and nothing less than an arm-chair administration that he is conducting. He does not go round the country and make any inspection. He does not seem to know that there are incomplete works in the country. No touring work is done by the Chief Engineer.

There is also another road, the Karippoor trace, which is only 3¾ miles long; and 2 miles of it have been completed already.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Is it about this road that an interpellation was asked this morning?

MR. S. J. NAIR (*Nedumangad*): Yes, Sir.

The remaining 1¾ miles may not cost more than Rs. 1,500. I am sorry that the Budget for the next year does not contain this small provision for the completion of this incomplete road. There is no sort of continuity, Sir.

For the last 9 years the people of half of the Nedumangad taluk have been making representation after representation to Government that the Kallara-Aruvipuram trace be converted into a road. That has been the repeated cry of the representative for Nedumangad, here as also in the old Assembly. Sir, the work may not cost more than Rs. 7,000; and the people are willing to surrender the land free of compensation. In fact, on the assurance given by the Chief Engineer that the work would be taken up, and finding a provision of Rs. 1,000 in the current year's budget, the people executed the agreement surrendering their lands free of compensation, and actually engaged about ten thousand coolies to cut down hundreds of fruit-bearing trees, such as cocoanut trees, arecanut trees.

PRESIDENT: You have mentioned all that already. (*Laughter*).

MR. S. J. NAIR (*Nedumangad*): Sir, after compelling the people to spend so much of their money and labour, the Chief Engineer,

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mercilessly and cruelly, refused to take up the work, and allowed the amount allotted in the budget to lapse. Sir, there is an allotment of Rs. 1,000 in the next year's budget also. God alone knows whether the Chief Engineer will have the kindness, or rather the mercy, to take up the work at least in the coming year Sir, there is no proper management, no proper control, no proper supervision and consequently no responsibility on the part of the officers in the Public Works Department. Therefore, I support the motion.

MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*): I was hesitating whether I should speak about the Alleppey-Shertala canal; because.——

PRESIDENT: Order, order. I have been listening to the three speeches that have been made on this motion. I think I have one or two observations to make. It is not at all what is called parliamentary procedure to take up a sub-head and indulge in criticisms, regarding acts of commission on the part of the Department concerned, or to apply your searchlight as to what should have been or what should not have been done, or to suggest what the policy of the Department should be for the future. These discussions will be quite germane when the total grant for the Department comes up for consideration; and I find from the Agenda that there *are* a number of motions relating to the total grant. Therefore, all general observations, all observations of a nature which would suggest the future policy of the Department, had better be reserved for exploitation when the total grant comes up for discussion. Now, let the discussion centre itself round the particular matter on which the motion has been made, and not stray away into other matters not at all embraced by the particular subject of the motion.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): I wish to make one submission, Sir. The object of the motion is given as "to criticise the the policy of leaving various important works in an incomplete state in various parts of the country" That is the object of the motion and the motion has been allowed to be moved.

PRESIDENT: Yes; I quite see what appears on the Agenda. At the same time, the President is here for the purpose of regulating the discussion. While doing so, he suggests what is the proper method of discussion. The proper method of discussion is to raise questions under appropriate heads.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Can we, or can we not speak on incomplete works under this motion?

PRESIDENT: Whatever you have got to say on the policy of the Department, you can say when the total grant for the Department comes up. That is what I have been trying to impress upon the honourable members of the House. The future policy of the Department should be left alone, to be discussed when the total grant for the Department comes up for consideration. Now, you can certainly speak, as vehemently as you like, on the subjet of the present motion.

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MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*): Sir, I shall try to confine myself to incomplete works. One of the major incomplete works in the State is the Alleppey-Shertala canal and as such it deserves prominent mention. Sir, it has become a stale matter to this House, and to the Government, and for myself. As a result of interpellations, we have been able to find out that more than Rs. 5 lakhs has been spent on this canal, and that, to complete it, we would require only about Rs. 1,37,000 more. It was represented to Government, from responsible quarters in Shertala, that this work might be completed at least as a relief measure in view of the present depression and that the people would undertake the work for 50 per cent. of the sum of Rs. 1,37,000 needed to complete the work. In spite of such representation, nothing has been done. Sir, these are days when, even in British India, the development of water communication is very seriously engaging the attention of the Government. They are allotting lakhs of rupees for irrigation canals in the various provinces. In Cochin, for instance, just the other day, the Dewan, Sir R. K. Shunmugham Chetty, in his presidential address, rightly emphasised the importance of irrigation works and the need for the opening up of fresh canals, and promised to the Cochin public that the canal between Ernakulam and Trichur would be taken up early. Mr. John Kurien, one of our ablest Executive Engineers, and a patriotic Travancorean, has submitted a very valuable report regarding the improvement of water communications and irrigation works in the State. In that report also, the importance of the Alleppey-Shertala canal has been rightly recognised. During the monsoon, Sir, agricultural produce, such as coir and copra, are being transported from Alleppey, Changanachery and Kottayam to the Cochin Harbour. At present, this is being done along the Vembanad lake. During the monsoon, transport by canoes along the Vembanad lake is very dangerous and risky. Therefore, if the Alleppey-Shertala canal is completed, the transport of goods from Alleppey and other parts to Cochin would be made easy and safe. There is that economic aspect of the matter which has also to be borne in mind.

Sir, there is something wrong in the Public Works Department. After spending thousands of rupees on a work, suddenly, it is stopped. Government suddenly cease to take any interest in it. Sir, to get estimates sanctioned by the Department and by the Government is itself a very difficult process. We have to approach the Section Officer, the Assistant Engineer, and the Executive Engineer for the preparation of the estimate. Then it goes to the Chief Engineer, who submits it to the Government. Government keep it for many months and sometimes even for years. Last year, Sir, there was an allotment of Rs. 5,000 for two important roads in Shertala. Merely because there was some slight trouble regarding the handing over of certain lands by the parties concerned, the allotment was allowed to lapse. Sir, having made the necessary provision in the budget, the Department should not have allowed the provision to lapse merely for the sake of spending Rs. 400 or 500 more for the land required for the work. They did not even begin the work on the ground that there was some trouble in the acquisition of lands.

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Then again, Sir, in regard to the acquisition of lands, nobody knows which is the Department that is responsible for this. The Public Works Department says that the Land Revenue Department is responsible for the acquisition of land and that they are delaying it and the Land Revenue Department, in turn, says that there is nobody in the Public Works Department who is keen about the acquisition of land. An honourable friend on this side suggests the expression 'between the devil and the deep sea'. I do not think that it will be quite parliamentary to use that expression.

Further, Sir, towards the close of every financial year, there comes urgent, and often secret, orders from the Government to the Public Works Department, asking to surrender a few lakhs of rupees out of its budget. And then, of course, begins the preparation of a fresh budget and every one is keen to make a show of a surplus budget. And, so far as the Public Works Department is concerned, we are told, at the Budget Session, year after year. "We have allotted of Rs. 38 lakhs for the Public Works Department; what more can we do?"

Sir, there is just one small interesting feature in the next year's budget. A sum of Rs. 400 has been provided for the improvement of the road from the Shertala T. B. to the Campshed there. Certainly, that is a vital need for the people of Shertala; because, at least hereafter, we can expect some of the higher officials to visit the place. After all, for the people of Shertala, the visits of officials, particularly Heads of Departments, are like angels' visits. Sir, our officers do not come to Shertala often; and when they come, they send beforehand a type written programme, so that, in the case of the P. W. D. officers, just before the visit of the Chief Engineer for instance, the Maistries get busy with some coolies throwing gravel here and there on the roads; if it were surprise visits the officers will be able to know probably the real condition of the roads. In a hurry the Assistant Engineers and the Executive Engineer will meet their boss the Chief Engineer. If during, such short stay, the representatives of the people visit them often they will be very busy, or engage them just for five or ten minutes and there will be the usual reply of financial stringency and lack of funds.

This sham show is repeated year after year and the department takes away a pretty big slice of the State budget, nearly 40 lakhs, annually.

MR. POTTAYIL S. KRISHNA PANICKAR (*Shertala II*): Sir, I support the motion before the House; and in doing so, I wish to draw the attention of the Government and the Chief Engineer to one or two items of incomplete works left unprovided for in this year's budget. In my constituency, Sir, there is one cross-road that traverses the whole of the northern part of Shertala of which I happen to be the representative. I mean the Tirumala Devaswom Makkay landing road for which provision has been made in the last two years' budgets for a sum of Rs. 4,000 odd. But owing to some trouble in regard to land acquisition proceedings, the work was not begun; and I was told, Sir, that

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[Mr. Pottayil S. Krishna Panickar.]

by the end of this year a few rupees of the allotment already made would be utilised for the construction of that road and that sufficient funds would be allotted for the completion of the road in the next year's budget. Sir, that road is a very important piece of communication which connects the main road that goes from Alleppey to Arur and to Tirumala Devaswom where there is an English High School. Sir, in that part of the country, without a road people cannot go about; and as such the importance of that particular road was brought to the special notice of Government and the Public Works Department: but I regret to say that no provision is made in the next year's budget either to put that work in progress or to complete it.

Coming on to another item, Sir, that is in regard to a small matter of a bridge which, if constructed, would make a road useful for traffic. The road from Shertala to Arukutty, about 12½ miles long, has been opened, and it is now kept thoroughly useless for want of a bridge at Poochakkal. An estimate has been prepared which would come to something below Rs. 4,000 and a provision has been made in the last year's budget for the construction of that bridge. In spite of the fact that in regard to this there was no such trouble about land acquisition or any other proceedings, owing to the lack of earnestness on the part of the P W. D., the work was allowed to lie over without even spending a few rupees on that work. Unfortunately, when I turned over the pages of the next year's budget, I saw no provision made for the continuance of that work or the completion of the work even in the next year. Sir, a good lot of money, something below Rs. 50,000, has been spent upon this one particular road from Shertala to Arukutty, and for want of a few thousand rupees that road is left untrafficable so far as through traffic is concerned. I would therefore request the Government and the Chief Engineer to take the earliest opportunity to look into this matter and do the needful.

Sir, in regard to the Shertala-Alleppey canal, mention was made by me yesterday, Sir, on the floor of this Assembly about the lack of policy on the part of Government in allotting funds for various important public works, during the general discussion of the budget. From that I should not be understood to say that I am either for taking up that work immediately and completing it or that I am not for taking it up at all. I reserve my own opinion as to the feasibility of either taking up that work or not. I question the statement of Mr. Padmanabha Menon that I wanted that work to be taken up at once. I did not say so. I only mentioned it as an illustration to show that many important works are taken up in a haphazard fashion without a comprehensive view in regard to them. With these words, I support the motion.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Sir, I wish to add a few words in support of this motion. In supporting this motion, I do not want to say anything about the policy of Government in regard to incomplete roads, for I do not believe that Government have accepted

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it as a policy to keep always some roads incomplete. I believe it so happens that some roads remain incomplete.

I just want to point out the roads that remain incomplete in Quilon for such a long time and there must be some adequate explanation why they are left incomplete. I will mention them one by one. They are—(1) the Kottiyam-Mayyanad road, (2) the Rifle Range to Valuthengil road, (3) the Quilon-Mukhathala road, (4) the Kelapuram-Pooyapalli road and (5) the Residency to Ooliyakoil road. These are the roads for which funds had been provided, I think, at least a decade before and they remain to this day incomplete. Sir, I have been somewhat reluctant to take up the time of this House on occasions when they arose to stress this point again and again. For, I find that, even in regard to roads about which honourable members have drawn the attention of Government, there was not much improvement in the situation. But I must say, Sir, that Government must decide with regard to these roads, one way or the other, because the money that has been spent on all these roads together will come to a pretty big amount; and if these roads are not completed, they are not useful and the country will not be opened up for traffic. Sir, some of these are places very near the town, sandy tracts, very thickly populated; and the people are suffering immensely for want of the pure necessities of communication. I have not been asking for new roads because we also realise the situation in which Government are placed. But something ought to be done for rural communications also and I think there must be some overwhelming reason for Government to withdraw funds that have already been granted for these works. Sir, one by one they had been cut down as years rolled on. Now, the last pie has been taken away. Last year a provision of Rs. 3,100 was made to build a portion of the Quilon-Mukhathala road, only one of the five roads that I have mentioned. This year I find that even that too has been obliterated so that the list has become complete without any provision. I wish to draw the attention of Government and the Chief Engineer to these bare necessities of these localities comprising Groups I and II of Quilon. My friend has authorised me to speak on his behalf also with regard to the roads that come within his jurisdiction. With these words, I support the motion before the House.

MR. K. PADMANABHAN (*Chirayinkil I*): Sir, I too support the motion. I may be permitted to take this opportunity to bring to the notice of the Government and of this House certain roads which have been lying incomplete for several years in the Chirayinkil taluk. Roads, the construction of which was started ten or twelve years ago, are still lying incomplete.

About one particular road reference was made a little while ago by my honourable friend Mr. S. J. Nair, namely, the road from Kallampalam to Karettu. A vast portion of that road from Kallampalam to Koduvanoor is lying within the Chirayinkil taluk. The construction of that road, Sir, I understand, was started some ten years ago

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[Mr. K. Padmanabhan]

and several parts of it have been completed. But since the whole of it has not been completed, the road as a whole is not useful now. There are several places covered by this road, such as, Vellalloor, Nagarur, Thottakad, Kallampalam and other places which will be thrown open for easy communication if that road is opened. That is also a very busy centre. There are not less than three markets within the intervening places.

I would like to refer to another road, namely, the road from Mananakku to Delavapuram. That is only about four or five miles in length, out of which three miles or so have been completed and only one mile remains incomplete. By not completing that road also, the work that has been done is practically useless.

I shall also refer to a road which measures only about half a mile, I mean the road from the Ariyittakunnu campshed to 1st Bridge in Nedunganda, Chirayinkil taluk. That road is one for which I have been repeatedly clamouring in this House. As a result of that, it seems that the road was constructed in a way last year and Rs. 1,500 or so was spent on it. Just after the completion of that work, there was a rain; and I regret to say that as soon as the rain was over, the road was completely washed away. Sir, that is due certainly to the indifference of the officers who supervise that work. This neglect, so far as the roads in Chirayinkil taluk are concerned, could not have happened but for the fact that the Sub-Division Office which was stationed at Attingal had been removed from that place some time back. Before that, there was an officer on the spot to supervise the work and who was held responsible for the works in that taluk. In this connection, I would also draw the attention of this House to the necessity to reshift the Section Office to Attingal. With these words, I support the motion before the House.

MR. N. E. VARUGHESE (*Tiruvalla I*): Sir, I rise to support the motion. There is a general feeling in this country that there is no sanctity for administrative sanctions. Several large works are given administrative sanctions for the last so many years and they are left either unfinished or are not taken up at all.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Sir, on a point of order. Yesterday for the general discussion of the budget the member was speaking in Malayalam, but now he is speaking in English. I wish to have a ruling that only one language may be adhered to by him.

PRESIDENT: Perhaps he took advantage of the absence of the President. If the President were in the Chair, he would not have been permitted to speak in Malayalam. Yes, go on in English, Mr. Varughese.

MR. N. E. VARUGHESE (*Tiruvalla I*): Sir, I seriously invite the attention of Government to the necessity that, before administrative sanction is given to a work, they must see that there is enough fund for the due completion of that work. If that is not the case, Sir, the people will have no confidence in the orders that are being issued by the Government.

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That feeling goes rather to the discredit of Government. It is high time that the Government see that, when they issue an administrative order, enough funds are provided for the execution of the work.

In this connection, I wish to refer to a bridge in my taluk for which there was administrative sanction as early as 1932. In the year 1107, a sum of Rs. 10,000 was allotted in the budget for the starting of this work. But I understand that only a sum of Rs. 27 was actually spent (*Laughter*). It is a mystery that the work was not pushed through in the next year or the year after that. I was sending interpellations on the subject on one or two occasions, and there were replies from the official member. He promised to take up the work when there was enough money. We on this side of the House, cannot know, nor are they in a position to know when Government will find enough funds. We entirely rest at the mercy of the Government to find funds for the fulfilment of their promises. I requested the Chief Engineer to inspect the site of the bridge. He was kind enough to do so once. Unfortunately he went over there on a day when there was absolutely no traffic over that ferry.

PRESIDENT: Was that day deliberately chosen?

MR. N. E. VARUGHESE (*Tiruvalla I*): I am going to explain that. On either side of the river there is a market and a High School. The bullock carts and the people of the locality have to go to Changanacherry market on market days. But on Saturdays the school will be closed and there will be no market. The inspection was all on a sudden made on a Saturday morning. There was no traffic then. If he had inspected it on any other day, either on a Tuesday or a Friday when the market will be held, he would have been convinced of the urgent necessity of constructing the bridge. But, unhappily, it so happened that he inspected the site at a time when there was no traffic. I press on the attention of Government that this is one of the most important ferries in Central Travancore. It is situated in the centre of the Tiruvalla taluk. It has to be crossed to go to the Changanacherry market which is the most important market in the State.

PRESIDENT: The honourable member has exhausted his time.

MR. P. C. KURIYAN (*Kottayam I*): Sir, I oppose this motion. I should not be understood as being in favour of incomplete works in general. I am constrained to oppose this particular motion because honourable members representing one and the same taluk were themselves differing on the same work.

MR. K. PADMANABHAN (*Chrayinkil I*): May I know who moved this motion?

MR. P. C. KURIYAN (*Kottayam I*): Mr. Kainikkara Padmanabha Pillai.

MR. K. PADMANABHAN (*Chirayinkil*): Did he differ from the other members?

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MR. P. C. KURIYAN (*Kottayam I*): When I was listening to Mr. Menon, I thought he was speaking of the slowness with which the machinery of the Government works. The work might have been begun probably under mistake. But it is another thing to perpetuate that mistake. The earlier the Government come out of that mistake the better. I do not represent the Government, but I must say this in support of the Chief Engineer. No Chief Engineer can satisfy the demands of all members because each member comes forward and presses the needs of his taluk. When members were referring to certain places in their taluks, I could not follow the nooks and corners of the taluks.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Might it not be due to the ignorance of the member, Sir?

MR. P. C. KURIYAN (*Kottayam I*): I concede that it might be. But my friend must know that I cannot be expected to know all the nooks and corners of the varous taluks. If the Chief Engineer has some plan according to which all the works could be taken up, that will be better.

MR. A. S. DAMODAAN ASAN (*Mavelikara*): Should the present Chief Engineer be prevailed upon by some other plan to start some works?

MR. P. C. KURIYAN (*Kottayam I*): No, Sir, not by anybody on earth.

MR. EDAVANATT S. PADMANAHA MENON (*Shertala I*): Should not the Chief Engineer gain experience by spending money?

MR. P. C. KURIYAN (*Kottayam I*): I am for everybody gaining experience. With these words, I oppose the motion.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): Sir, I support the motion under discussion. Sir, this motion about incomplete works in the different parts of the State reminds me of the work of that ubiquitous functionary in holy Kasi. He just makes a patch on the devoted head of every pilgrim that goes there and leaves him without completing the work. He will ply his instrument in that way on all the persons Sir, several works undertaken by the P. W. D. are left incomplete. I do not blame the Chief Engineer entirely for such a state of affairs. Evidently there must be some defect in the method of taking up works and proceedings with their execution and in fixing their relative importance. Partly the blame attaches to the Government also. Very often the Chief Engineer confronts us with the reply that there is difficulty of getting administrative sanction or that there is difficulty and delay in land acquisition proceedings.

MR. S. J. NAIR (*Nedumangad*): In the absence of such difficulties is there any excuse for the P. W. D. not completing the work?

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): Certainly, in the absence of these difficulties, there will be no justification for leaving any work in an incomplete state.

Sir, in this connection, I have to bring to the notice of Government a very important piece of work that has been left in an incomplete condtoin—rather not begun at all.

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PRESIDENT : You have lost your case.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : I said that the work was left in an incomplete condition in this sense : certain preliminaries were gone through and I believe a portion of the public funds was also spent on it. I refer to the question of putting up a flood-bank at Kuzhithurai. The Kuzhithurai Municipal town is subject to periodical floods. When the Kodayar river is in high floods, it overflows its banks and the town will be practically submerged. I remember, some years ago, the Division Officer, Nagercoil, was asked to draw up a scheme to prevent the floods there. Sir, some work was gone through. During the last two years, there was a prolonged drought. I do not know whether that was the reason why this was left incomplete. That is a very important work for the safety of thousands of people who are the inhabitants of the Kuzhithura Municipal town. Then again the rain damages of the years 1107 and 1108 are still left incomplete in several parts of the Vilavankod taluk. Thirdly, Sir, I wish to bring to the notice of Government that an important road which branches off near the Kuzhithurai T. B. and leads to the village of Thengapattanam on the sea coast, is very important and there is considerable pedestrian and vehicular traffic over it. It is years since this road was metalled. Some years ago myself and Mr. Haneef approached the Chief Engineer and requested him to make the road safe for pedestrians and motor traffic The first question the Chief Engineer put to us was, "Are you prepared to have a toll-gate on that road ". In my anxiety I answered that I will rather undergo the vexation of a toll-gate than go without a road.

MR. A. THANU PILLAI (*Trivandrum-Rural*) : Sir, the motion relates to an incomplete work. He is referring to something else.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : I will say how it is an incomplete work. The toll gate is a permanent thing, while metalling is not.

PRESIDENT : The honourable member's time is up.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : I support the motion.

PRESIDENT : The House will now adjourn for lunch.

The House adjourned at 1.1 P. M. and met again at 2 P. M. with the Deputy President in the Chair.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*) : Sir, after hearing my friend Mr. Kuriyan, I thought that it will not be proper on my part not to make my observations. He referred to the partiality of one Chief Engineer towards certain taluks in drawing up a scheme for the construction of roads. My submission is that it is not a question of one Chief Engineer starting certain works in certain taluks and his successors neglecting them. Sir, we had a patriotic Dewan in the person of Mr. Watts, and with a view to the development of commerce and industry of the State, he wanted to develop the system of communications. As a result of that, he asked the then Chief Engineer to

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[Mr. S. Nilakanta Pillai.]

draw up a comprehensive scheme for the construction of mofussil roads in the State. Therefore it is due to the good will of Mr. Watts that we are now having a scheme for the construction of mofussil roads.

MR. P. C KURIYAN (*Kottayam I*): May I know, from the member whether the work in connection with the Alleppey-Shertala canal was started during Mr. Watts' time?

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): I do not know anything of that. But I find even the members representing that constituency have disagreed in this matter.

MR. POTTAYIL S. KRISHNA PANICKER (*Shertala II*): Who told the member like that?

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): It is neither Mr. Pottayil Krishna Panicker nor Mr. Padmanabha Menon who told me like that. From their speeches I gathered that there is disagreement between them in that matter.

MR. POTTAYIL S. KRISHNA PANICKER (*Shertala II*): It cannot be.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): I leave it at that.

As a result of a comprehensive scheme drawn up during the Government of Mr. Watts, we have now a scheme for the construction of mofussil roads for the various taluks of the State.

DEPUTY PRESIDENT: You mean the Government of His Highness the Maharaja at the time when Mr. Watts was the Dewan.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): Yes, Sir. In my constituency there are certain roads the construction of which were undertaken in the time of Mr. Watts, but left unfinished hitherto. I will refer to four of them, the first being Attingal—Dalavapuram road. This road consist of three sections. The middle section of the road has been completed. The first and the third sections remain to be done. The second road I wish to refer to is Kilimannoor—Madavoor road. The construction of this road has been completed. But there is a bridge to be constructed somewhere about the 4th milestone In the last session of the Assembly, I put a question to the Chief Engineer whether there is a bridge to be constructed on that road. The Chief Engineer answered in the negative and said that no estimate has been prepared for a bridge. If the Chief Engineer had looked into the original estimate, he could have seen that there was an estimate for the construction of a bridge also. The third road I want to mention is Kallambalam—Karetta road. Mention has been made about this by Messrs. S. J. Nair and K. Padmanabhan. The first section beginning from Kallambalam has been completed. There is a budget provision of Rs. 3,000 in the current year's budget.

MR. S. J. NAIR (*Nedumangad*): May I correct the member. There is only provision to the extent of Rs. 1,000.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): Probably the amount was reduced to Rs. 1,000 and that amount alone is proposed to be spent this year. There is a bridge also to be constructed on this road,

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Without the bridge, there is no use of constructing the road alone. The Airoor—Chirakkara road is the fourth incomplete road in my constituency. A very short distance has been constructed and, a combined dam and bridge also has been constructed ; but the portion from the Airoor bridge to Chirakkara has not been taken up. It is with due deliberation and feeling the importance of these roads, that Government, in the regime of Mr. Watts, undertook the construction of these roads. I think the same necessity exists even now. I request that the Government will bestow their attention on the matter and begin construction of at least some of the very important roads in the order of their importance.

MR. K. M. KURIAKOSE (*Muvattupuzha II*) : I also support the motion. We all remember the promise made by the Chief Engineer in the course of the discussion on a supplementary demand some time back when a Special Officer was proposed to be appointed to investigate and name a scheme regarding the construction of roads for the whole State. He made a promise on the floor of the House that incomplete roads and rural roads will be attended to first, before the question of taking up the construction of new roads is thought of.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : Was the scheme for appointing a Special Officer to investigate the construction of certain roads sanctioned by Government ?

MR. K. M. KURIAKOSE (*Muvattupuzha II*) : No. Nevertheless, the Chief Engineer made an undertaking that incomplete roads and rural roads will be first attended to. Whether the scheme was sanctioned by the House or not is not material.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : Without sanctioning that scheme, may I know how that undertaking could be carried out ?

MR. K. M. KURIAKOSE (*Muvattupuzha II*) : Of course it is a policy accepted by the Chief Engineer. It is true that this House did not accept that proposal probably because it was thought that this work could also be well attended to by the existing staff of the Public Works Department. But from the discussion that is now going on, what I gather is that the Chief Engineer has not been able to keep up that promise.

Sir, I wish to draw the attention of the Chief Engineer regarding one particular road, in my constituency, which I have been referring to for the last so many years. I refer to the Mamala-Piravom road. It is a road running through the western frontier of the State. It is a very important one from the excise point of view, because it will help to prevent smuggling. On two occasions, allotments were made for this. The amounts were Rs. 2,000 and Rs. 5,000 respectively, but they lapsed. For this year the probable amount that would be spent is Rs. 3,400. For the next year also something like Rs. 3,000 is earmarked for it. When we look at the paltry amount allotted by Government as against the sanctioned estimate of nearly Rs. 22,000, I do not know when the Chief Engineer is going to complete that

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[Mr. K. M. Kuriakose.]

road. I was urging the construction of this road from 1108 onwards. I strongly request Government and the Chief Engineer to provide such amounts as are necessary for the completion of this road as early as possible.

There is also another road which is equally important but part finished. I refer to the Ramangalam-Piravom road. Considering the commercial importance of Piravom, which is chief outlet for the produce of Thodupuzha and Muvattupuzha taluks, it is highly necessary that Government should take very early steps to connect it with the various parts of these taluks by cart roads.

MR. R. SIVARAMAN NAIR (*Tiruvalla II*): I also support the motion before the House. My friend Mr. Varughese was urging the necessity for constructing a bridge in Tiruvella. But he did not mention the name of the bridge. So, I rise now to mention the name of that bridge. It is the Mallapalli bridge over the Manimala river. During the discussion of this Demand last year, I urged the necessity of this bridge. I also placed before the House then that, though administrative sanction was accorded to it, the work was not proceeded with. The necessity for that bridge was felt from the time of Dewan Sir M. Krishnan Nair. He visited the locality and promised to have a bridge constructed at once. Till to-day—

MR. A. THANU PILLAI (*Trivandrum-Rural*): I rise to a point of order. In this debate, except by way of stating the policy, is it necessary to mention all the incomplete works that remain to be done all over the State.

DEPUTY PRESIDENT: I was listening to what the Honourable members were speaking and it struck me that some instances were being given. The members who spoke on this debate asked for a particular thing to be completed as a measure in itself. These were instances which they thought good to refer. Otherwise, all that will certainly be out of place.

MR. R. SIVARAMAN NAIR (*Tiruvalla II*): That is one instance Sir.

Last year in answer to an interpellation on this topic, the Chief Engineer told me that necessary lands were being acquired for the purpose. Now, when I met Mr. Mani, the Executive Engineer, he said that he was trying to find out a suitable site for that purpose. But the Chief Engineer said that he had already acquired some lands. Anyhow the bridge remains incomplete. But some lands have been acquired and some money has been spent. Even this year there is no provision in the budget for the bridge.

There is also another bridge which is equally important, a bridge in Kozhencherry over the Pamba river. This is not the first time that a representation was made to Government for that bridge. In 1927 also a similar representation was made.

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MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*) : Is it an incomplete work ?

MR. R. SIVARAMAN NAIR (*Tiruvalla II*) : I think so. In 1927, about 23 members of the Sri Mulam Assembly represented this matter to Government, who caused an investigation over it. Some money was spent for it. It is not necessary for me to urge the importance of that bridge.—

DEPUTY PRESIDENT : You urge before the House the fact that many works are left incomplete. Is that so ?

MR. R. SIVARAMAN NAIR (*Tiruvalla II*) : Yes, Sir. Also, I am stressing the importance of the instances, so that the fact of incompleteness may be taken greater notice of.

MR. T. K. ALEXANDER (*Kunnatnad I*) : I support the motion of Mr. Kainikkara Padmanabha Pillai. We all know the tremendous success with which the Travancore 3½ per cent. loan was over-subscribed and that is an indication that Travancore is very much esteemed by the outside world. From the speech of the Financial Secretary last year we find that the State is going to embark on commercial, industrial and electrical schemes. There is every possibility for it. Further we have participated in the Cochin Harbour Scheme which scheme is going to be completed in the near future. If the Government want really to benefit the people, there must be a network of roads and other means of communication throughout the State for the agriculturists to take their produce to the nearest market to fetch the maximum price for it. If there is scarcity of communication, that is not possible. Economic depression will continue even though there is over-production in several areas. So the Chief Engineer, as the head of the department, should do meritorious service to the State by developing means of communication so that it may enable the poor ryots to take their produce to the nearest market without any difficulty. There is also the Pallivasal Hydro-Electric Scheme which would benefit the people. For that also there should be good means of communication. It is an import commercial development scheme and people should be benefited by that also. So it must be a definite policy of the Depareiment to finish the most important incomplete works as early as possible so that it may be of real service to the State.

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*) : In supporting this motion, I may be permitted to mention at the very outset that many of us, including, I suppose, the official members, have been surprised at the remarks made by Mr. Kuriyan in the course of his speech. He remarked that, in the case of incomplete works, the Chief Engineer might have been influenced by the Honourable members representing the public, and when his successor finds the works to be unimportant he discontinues them. Sir, I do not think that Mr. Kuriyan made that remark seriously. If it is made seriously, I am sure, by experience he will learn that officers in the P. W. Department are not so amenable to the wishes of the people and their request.

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[Mr. N. K. Krishna Pillai]

Sir, much as I would wish to indulge in presenting before the House a list of local needs, I would, by way of illustration, as Mr. Thanu Pillai would wish it to have, just refer to one or two incomplete works. A few years ago when I was representing in the old Council, as a result of repeated agitation, sanction was obtained to connect the taluk of Neyyattinkara with Nedumangad now represented by Mr. S. J. Nair. About 3 or 4 miles of the road was completed about five or six years ago and there it was left incomplete. This is a very important piece of work.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): May I know whether the incomplete portion of the road lies in Nedumangad or in Neyyattinkara taluk?

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*): Half in Neyyattinkara and half in Nedumangad. Anyhow it is incomplete. Only two miles have to be completed. I would urge upon the attention of the Chief Engineer to see that this road is completed.

MR. A. THANU PILLAI (*Trivandrum—Rural*): May I know when the completed portion was finished?

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*): About two years ago.

MR. A. THANU PILLAI (*Trivandrum—Rural*): Does the member know whether the estimate for the remaining two miles is complete or not?

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*): If the estimate is complete, the work would have been undertaken.

DEPUTY PRESIDENT: Because Travancore is an enlightened Government, you presume that it will be done? That is your idea?

MR. P. C. KURIYAN (*Kottayam I*): Sir, a word of personal explanation.

DEPUTY PRESIDENT: No word of personal explanation is allowed now. There is a rule which says that, when the occupant of the Chair stands up then the member in possession of the House should sit down.

MR. A. THANU PILLAI (*Trivandrum—Rural*): This is a matter affecting all the constituencies. So I also should not fail in my duty. I want to make one general observation with regard to this. There are unfinished roads in all parts of the State and naturally there must be some unfinished work in Trivandrum Taluk as well. The Chief Engineer has said that there is a conflict of view between him and the non-officials in respect of what is to be understood as an incomplete work. He has often told us that, when a road is begun, it should not be taken that the entire road is one work. For purpose of convenience, it appears that the department divides one road into several sections and they would call one section as one road. Section 1 is one work, section 2 is another work and section 3 a third work. Because the three out of the four sections are complete, to say that the entire road has been

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finished is wrong. That is too technical a view. I would request the Chief Engineer to take a broader view of the matter. No doubt, for the purpose of his department, he may consider several sections as independent works. So far as the people are concerned, the entire road is one work. What is the meaning of constructing a road seven miles long and leaving the last one mile unfinished and telling us that the seven miles have been completed and that the remaining mile of road is something different from the rest. I expect him to give the same answer even today also. That is too narrow a view to be taken of public works. The department should not do that, at any rate, so far as the non-official members are concerned.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Is it the opinion of the member that the definition of the word 'works' should be changed?

MR. A. THANU PILLAI (*Trivandrum—Rural*): Not that. He may have his own definition. So far as the non-officials are concerned, he should not tell us that a work is complete when actually a portion of it is left incomplete. It is incomplete so far as we are concerned. That is one aspect of the matter.

As my friends stated, there are many works provided for in the budget but not attended to. Very often the amounts lapse. I myself have been responsible for making provision for more than one road.

MR. M. SIVATANU PILLAI (*Tovala*): Was it due to his influence over the Chief Engineer?

MR. A. THANU PILLAI (*Trivandrum-Rural*): I placed the necessity of the road before the departmental head or the Government, and thus provision was made.

DEPUTY PRESIDENT: Let us do things a little more seriously.

MR. M. SIVATANU PILLAI (*Tovala*): Sir, I only wanted to know whether it was due to his influence over the Chief Engineer or some other officers.

MR. A. THANU PILLAI (*Trivandrum-Rural*): So far as I am concerned, there is no question of undue influence. That my friend may be sure of. Provision made for works like that is often allowed to lapse. That is a very unhealthy state of affairs. Of course I request the Chief Engineer to take care that such things do not happen, at any rate, very often.

MR. V. RAMAKRISHNA PANICKAR (*Kartikapalli II*): In supporting the motion I have to make special reference to one or two unfinished works in the Kartikapalli taluk. Objection seems to have been taken in this House to the mention of concrete instances. And mention of several concrete instances has been made in this House so as to convince the House as to the importance of the works. Nevertheless, I wish to submit that this is the only occasion on which the special attention of the Department could be drawn to the importance of unfinished works in particular areas. Therefore I think that the mention of concrete instances is quite relevant in this connection

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[V. Ramakrishna Panickar]

One of the unfinished works which I have to refer to is the Haripad-Anjilimood road. This is a section of the Haripad-Chennithala road. It is only 2½ miles long and a certain amount was spent during 1109 for the improvement of that road. A sum of Rs. 3,000 was allotted this year also. But nothing has been done with it and I think the amount has to lapse this year. Nevertheless, I am consoled that a sum of Rs. 1,000 is provided for the next year. This, no doubt, is much less than this year's allotment. People have also contributed a large sum for the execution of the earth-work of the road. Under these circumstances, it is absolutely necessary that this road should be constructed in full very early.

Another instance I have to point out is with regard to the Kartikapalli-Kayankulam road. This is a work left unfinished due to the fact that certain portions of the road are being water-logged. Now people of the locality have taken up that matter in hand and they have executed the earth-work of the road and converted the water-logged portion into a regular road. The only thing that has to be done is the metalling of the road. That also I bring to the notice of the Chief Engineer.

MR K. A. NARAYANA PILLAI (*Todupuzha* cum *Devicolam*); Sir, I wish to bring to the notice of the Chief Engineer the necessity of completing two incomplete roads in Todupuzha taluk. The first is the Arpamattam-Kodikulam road which the Chief Engineer himself has visited last time and was convinced of the urgent necessity of completing that road. Some preliminary work was undertaken there and left incomplete. The next road is the Muttam-Melukavu road which is about six or seven miles. Half of that road has been finished some years ago and the other half is left unfinished. It is the road which leads to the interior part of the Meenachil and Todupuzha taluk. Melukavu is a place 3,300 feet above the sea level where extensive cultivation is going on. If that road is not completed, the agricultural product produced in that area could not be taken to other parts. There is also, I believe, in that corner of the taluk a Hospital run by the Missionaries. The Chief Engineer has understood the importance of that road. So I urge upon the attention of the Chief Engineer the necessity of completing those two roads.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): I move that the question be now put.

The motion that the question be now put was put to vote and carried.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Sir, the mover of the motion referred to the Alleppey-Changanacherry canal and he said that the Government had stopped the work because people who have offerred lands have backed out. That is not the fact, Government can proceed with the work only if

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the people give the lands. Government are not prepared to take up the question of completion of the work until the people come forward and give their lands. I think that was referred to before in an interpellation. Once I believe the interpellation was not replied correctly. But actually I corrected it in a subsequent reply to the honourable member himself.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*) : May I know whether the work was begun ?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*) : The work was begun.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*) : May I know whether any sum was spent ?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*) : Yes. Government refused to do anything further until the people give the land. I think one honourable member also referred to the canal spoken of by the Dewan of Cochin. I am speaking from my memory of this fact ; I do not know whether it is correct. I think the Dewan of Cochin said that, if the canal was a necessity for the people, they must themselves construct it. I think some of the members themselves told me of that.

Then there is the question of budgeting for the whole amount for a work. Sometimes it is not possible to budget for the whole of the work. There are parts of the work which can be done, such as the acquisition of land. That will take considerable time. So it is better that we do not provide the whole amount. When land is acquired for the work, it is treated as an incomplete work and provision is made for its completion in the budget of the coming year. I may say that it is the policy of the department now to give first preference to incomplete works. I think if you look through the budget you can find this.

One honourable member referred to my paying surprise visits. Mr. Varughese objects to my paying surprise visits because if I paid surprise visits and found any defect it had to be done again. For example if a bridge is put up a little lower down—

MR. S. J. NAIR (*Nedumangad*) : May I know whether any member of this House has represented to the Chief Engineer to make surprise visits to see the irregularities on the part of the officers ?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*) : I am talking of roads.

DEPUTY PRESIDENT : It was this morning the President gave a ruling. This House is concerned only with what happens before it in proper manner. If some members think it necessary to address various officers for particular things to be done by them and if the House assumes jurisdiction over all that, it will lead to difficulties.

MR. S. J. NAIR (*Nedumangad*) : One word of explanation. The official member alluded to surprise visits.

DEPUTY PRESIDENT : But that does not set aside the ruling.

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MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): One honourable member referred to the Alleppy-Shertala canal construction and the stopping of that. Honourable members might have heard that there are two points of view regarding the Alleppey Shertala canal. There is one point of view that it will be useful and another point of view that, if that canal is completed, it will ruin the cocoanut gardens alongside. There is also another thing. The maintenance of that canal will require a very large sum annually. It is on those big points that I understand that the then Dewan Mr Watts decided to stop the construction of the canal and to complete the Alleppey Shertala road. The road at that time was considered more useful than the canal. Mr. Padmanabha Menon said that I only spent ten minutes in his company. Well, there is a saying that time passes very quickly, which I presume might be a compliment to me for I spent practically the whole of a day in his company and not very long ago. He seems to have forgotten that very quickly.

MR. A. THANU PILLAI (*Trivandrum-Rural*): May I know how that time was spent ?

DEPUTY PRESIDENT: It is just a little while ago that I said that the House is not concerned with these personal matters.

MR. G. B. E. TRUSCOTT. (*Chief Engineer, Roads, Buildings and Irrigation*): That time was spent walking over the roads, proposed under construction in the Shertala area.

Regarding the Kuzhithura flood bank, I may say that it has not been dropped. There are other reasons that have to be considered. It may not be possible to build a flood bank as an effective guard against the floods. There is a small stream running into that river. (*Presidents bell*) Sir, you must give me time to reply Mr. Thanu Pillai on the question of sections in regard to incomplete roads. I do not say that a road is complete when a section of it is complete. When I say that a road is complete, it means that we have constructed that road between two definite places and it can be used between those places. The road referred to by Mr. Kunjukrishna Pillai in Quilon is certainly an incomplete road. But we do not call a road a complete road if a section is completed, but if a section between, say, two towns is completed, that is a complete work in itself, if that was all that was estimated for.

As I said, it is the policy of the department as far as possible to budget for the incomplete works as far as funds allow; and we do our best somehow or other to make some progress each year. If you look to the budget this year, you can see that the allotment for works in progress is much more than that for new works. Therefore, I ask that this motion be not pressed.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): Sir, I need not take the valuable time of the House in replying to the speech of the Chief Engineer. He has told us that the policy has been and is to take up incomplete works first and complete them. If that

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policy has been pursued, naturally I would not have moved this cut motion. From what is going on actually in the State, we are not convinced of the truth or fact contained in the statement made by the Chief Engineer. My full belief is that the Chief Engineer himself has not got a complete list of incomplete works in the State.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): A point of order. I have got a list.

DEPUTY PRESIDENT: That is not a point of order. That is a statement; and I hope Mr. Padmanabha Pillai will accept it.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): Sir I accept the statement with thanks. I would also add that it is a gratifying news. But I do not know if from that list he has tried to ascertain the total amount already spent upon these items of work he would have seen what huge amounts, of the taxpayers' money are lying waste in various part of the country. (*Hear, hear*). If the Chief Engineer had taken that into account, he would have appreciated the anxiety with which we are demanding every year that these works should be taken up first and completed. I wish to make particular reference only to which he has also referred in his answer *viz.*, the Changanacherry,-Alleppey canal. He said that reply given to me was that Government would take up the work only after the people had given the land free of cost. If that was the fact, I would not have mentioned about the canal here.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): I said that we would not take up the work any further until the people surrender the land.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): If that is so I stick to my position. If Government were to make any condition for completing the canal, that condition should have been made *before* the construction of the canal was taken up. The construction was taken up, a portion of the money was spent, and after one or two years to impose a condition is not reasonable; and that is why I represented that the work is incomplete and the responsibility in not completing it is not on the part of the people but on the part of Government. With these words, I press the motion.

The motion was put to vote and carried.

Motion No. 6.

The following motion was not moved:—

MR. K. PADMANABHAN:

To reduce the allotment of Rs. 33,006 for Establishment by Rs. 5,000.

Motion No. 7.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Sir, I beg to make the following motion:—

7. *To reduce the allotment of Rs. 33,006 for establishment by Re. 1.*

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My point is that all qualified hands employed as draftsmen, tracers, etc., not for temporary purposes, must be entitled to the privileges of permanent Government servants.

Sir, in the work establishment, there are draftsmen, tracers, surveyors, maistries, and such other hands. They are employed for certain kinds of work which are of a permanent nature. I am referring, in this motion, only to such of these hands as are in charge of work which has to be carried on always, as long as we have the Public Works Department. For certain special works also, such hands are recruited, and their salaries are paid out of the total allotment for such works; and they are disbanded as soon as such works are completed. I am not, in this motion, referring to such people. I want the privileges of permanent Government servants to be extended only to duly qualified hands in the work establishment.

Sir, the impetus for doing efficient work under Government is due to the fixity of pay, the security of tenure, the right to get leave without loss of pay and the chance of getting some pension for maintenance after retirement. Sir, the men included in the work establishment do not enjoy any of these privileges, although many of them are duly qualified for the work that they do. It is only those who have passed the examinations held in the local Sri Mulam Technical Institute, or in similar institutions in Madras or elsewhere, that are taken up for this work. We all, know, Sir, that it is very very difficult to get admission in the Sri Mulam Technical Institute. Only the best among the School Finals are admitted into the Institute ; and it is after sufficient training that they are examined in that institute and sent out with a diploma or certificate. It is only those who have passed creditably in the Sri Mulam Technical Institute and such other institutions that are ordinarily recruited for the work establishment. There cannot therefore be any doubt about their qualification for the work.

I know certain instances, Sir, where the pay of some of these persons who were recruited on Rs. 25 or 30 have, after ten or 12 years of service, been reduced to Rs. 20 or 25. And, if they fall ill, they do not get anything. Also, if the authorities want to strengthen the work establishment, then also the pay of these people goes down in proportion to the number of additional hands recruited.

In 1103, eight years back, when I had occasion to bring this matter to the notice of Government in the then Legislative Council, the then Chief Engineer, Mr. Vipan, said that he fully sympathised with these people and agreed with the sentiments that I expressed. He said that he could not immediately do anything since the matter required additional funds. He said that the Government agreed that it was a legitimate grievance. Mr. Vipan also promised sympathetic consideration. Although it is now over 8 years since then, Government have not done anything. I, therefore, hope that the Government will accept the position taken up by me.

MR. S. J. NAIR (*Nedumangad*) ; I second the motion.

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MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Sir, I too have sympathy with the motion of Mr. Damodaran Asan. It is certainly hard that, after a man has been employed for five or six years, he is sent out for no fault of his. But the difficulty Sir, is that it is not possible for the Government to absorb the whole of the work establishment into permanent Government service; because there are, among them, many who would at times be practically doing nothing. I may inform the member that, whenever there are suitable vacancies, we do absorb qualified hands from the work establishment; and, once they are so absorbed, the period of their temporary service is also taken into account for purposes of their leave and pension. Further, even in the temporary service, they do get some privilege leave and sick leave up to a maximum of 3 months, that is, as along as a substitute is not appointed in the leave vacancy. In fact, in order to see that the acting men may not have break of service, substitutes are not usually appointed, the other hands in the establishment working overtime.

MR. N. E. VARUGHESE (*Tiruvalla I*): Do they get any pension?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): No; they get a gratuity.

MR. V. RAMAKRISHNA PANICKAR (*Kartikapalli II*): Do these people have any chance of being drafted to the permanent establishment?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Yes; as a matter of fact, we prefer them to raw hands, especially those who hold certificates granted by the school that Mr. Asan has been referring to.

RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*): What is the position of similar men in British India?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): The same as here, I think; I think the rules are practically the same. Perhaps, the Financial Secretary may know it better than I.

RAO BAHADUR A. RENGASVAMI AIYAR (*Financial Secretary to Government*): May I explain, Sir?

DEPUTY PRESIDENT: I do not think I can allow that.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Sir, I am told by the Financial Secretary that their position is even worse in British India than it is here. It seems, once their work is completed for whatever reason, they have to leave and they do not get any gratuity either.

As I said, Sir, here, they get a certain gratuity; and they are also allowed to contribute for the Provident Fund; and, as far as possible, whenever suitable vacancies occur, we draft them into the permanent establishment giving them credit for leave and pension also for the period of their temporary service.

MR. A. THANU PILLAI (*Trivandrum-Rural*): The motion speaks of 'temporary purposes'. May I know what is the meaning of that expression?

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MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): 'Temporary' means 'not permanent'; it means that they are not borne on the permanent establishment. When a work is commenced usually, we take in temporary hands: and the pay of such hands is charged to the amount allotted for the work. It is such works that have been referred to by the mover as "temporary".

MR. A. THANU PILLAI (*Trivandrum-Rural*): If that be so, and if the men engaged in works which are not of a temporary nature are even now entitled to leave and to some preference for recruitment to the permanent service, is it the Chief Engineer's point that there is absolutely no meaning in the motion ?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Certainly not.

DEPUTY PRESIDENT: That question, put by Mr. Thanu Pillai, is unfair either to the mover of the motion or to the member now in possession of the House. So, it need not be answered.

MR. A. THANU PILLAI (*Trivandrum—Rural*): One word of explanation, Sir. I do not want to be unfair either to Mr. Asan or to the Chief Engineer. The motion excludes men appointed for temporary purposes: Mr. Truscott tells me that 'temporary' means 'not permanent'. If that be so, I say the motion would be meaningless.

DEPUTY PRESIDENT: The matter may be dropped there.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings, and Irrigation*): I hope Mr. Asan will be satisfied with the explanation and assurance that I have given, and will withdraw his motion.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): On the assurance given by the Chief Engineer, I withdraw the motion.

The motion was, by leave, withdrawn.

Motions Nos. 8 to 10.

The following motions were not made:—

MR. K. PADMANABHAN:

8. To reduce the allotment of Rs. 33,006 for establishment by Re. 1.

MR. K. PADMANABHAN:

9. To reduce the allotment of Rs. 33,006 for establishment by Re. 1.

MR. K. PADMANABHAN:

10. To reduce the allotment of Rs. 33,006 for establishment by Re. 1.

Motion No. 11.

MR. K. PADMANABHAN (*Chirayinkil I*): Sir, I beg to make the following motion:—

11. *To reduce the allotment of Rs. 3,800 for travelling allowance by Rs. 800.*

In support of my motion, I have only to invite the attention of my Honourable friends here to the amounts allotted for T. A. for the Heads of some other Departments.

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MR. A. S. DAMODARAN ASAN (*Mavelikara*) : The member says, in his motion, that Rs. 3,000 would be more than enough for T. A. for the Chief Engineer. May I know what exactly, according to him, is the amount that will be required.

MR. K. PADMANABHAN (*Chirayinkil I*) : I would request my friend to be patient ; now, I am just introducing my motion.

There is an allotment of Rs. 2,600 for T. A. for the Land Revenue Commissioner. For the Excise Commissioner also, the provision is the same. For the Director of Public Instruction, a sum of Rs. 2,500 has been provided. The Police Commissioner gets only Rs. 2,000.

RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*) : May I ask whether the rates of T. A. of the present Chief Engineer are governed by the same rules as those which apply to those officers ?

MR. K. PADMANABHAN (*Chirayinkil I*) : Why should the Chief Engineer alone be entitled to special rates of T. A. ? That is my question. (*Hear, hear.*)

RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*) : Does not the covenant under which he has been appointed prescribe the rate of his T. A. ?

DEPUTY PRESIDENT : Mr. Padmanabhan, Mr. Paramesvara Aiyar's question raises an important point. The law is that, if there is an agreement entered into by Government in order to requisition the services of an officer on stated terms, that contract must hold, though it is open to any member of this House to give advice that such things may not be done in future. When there is a subsisting valid contract, there will be nothing gained by any acrimonious controversy. That probably is the suggestion made by Mr. Paramesvara Aiyar. So you can drop that question and proceed.

MR. K. R. ELENKATH (*Kalkulam I*) :
MR. S. J. NAIR (*Nedumangad*) : } On a point of order.—

(Cries of *order, order.*)

DEPUTY PRESIDENT : I do not sympathise with people forgetting the laws of procedure when they want to speak. Mr. Elenkath stood first to raise a point of order. Mr. S. J. Nair is in duty bound to sit down.

MR. S. J. NAIR (*Nedumangad*) : Sir, a word of personal explanation. I had my eyes on the President and I could not see Mr. Elenkath standing.

MR. K. R. ELENKATH (*Kalkulam I*) : Once this motion has been allowed by the President, I should think that there does not exist a covenant. So before this question is finally decided, I think that the House is entitled to know whether there exists a covenant and whether this motion is admissible.

DEPUTY PRESIDENT : The point of order has been raised in a very dexterous fashion. Mr. Elenkath knows his limitations and he does not want to canvass a ruling of the Chair, but wants to get over it. I must say that this motion was allowed to be moved because it satisfies

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[Deputy President.]

the requirements of the law. I am not bound to give any explanation to Mr. Elenkath or to anybody else. The motion is being considered by the House and the point raised by Mr. Elenkath does not therefore arise.

MR. K. PADMANABHAN (*Chirayinkil I*): Sir, even granting that there is a covenant, I do not wish to have the terms of that covenant revised. But, however, as this amount has been put down in the budget as a votable item, I am of the emphatic opinion that this House has a right to cut it down if it deems necessary.

Sir, apart from this Rs. 3,800 allotted for the travelling allowance of the Chief Engineer, for the travelling allowances of other subordinate officers of the department we find a big allotment of Rs. 75,000 in this budget. There are seven Executive Engineers under the Chief Engineer. There are eight Assistant Engineers and also eight Sub-Engineers. All these three grades of officers are touring officers. The Division Officer will be in charge of the whole division and he will be touring round and round that division and looking after the works in that division. So also in the case of the Assistant and Sub-Engineers. Sir, in allotting such an exorbitant sum for the travelling allowance of the Chief Engineer, we are also making a bad distinction between the Chief Engineer and the other touring officers. What is the fundamental difference between the touring work done by the Chief Engineer and the touring work done by the other officers that I have referred to? So far as I can see, the other four officers are entitled to do more touring work.

MR. A. EASWARA PILLAI (*Kalkulam II*): May I know whether the Chief Engineer and the Executive Engineers pay toll?

MR. K. PADMANABHAN (*Chirayinkil I*): I think they are not bound to pay.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Does the member think that the Chief Engineer has travelled too much in 1111?

MR. K. PADMANABHAN (*Chirayinkil I*): No, I do not think so, though I gather that the Chief Engineer is fond of touring.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Does the member think that the allotment made for the current year was well spent?

MR. K. PADMANABHAN (*Chirayinkil I*): I do not think so.

Another point which I would like to press upon the attention of this House is that we are making a very bad distinction between one officer and another officer. The simple question I ask is—is there any difierence between one officer of Government and another officer of Government, between one departmental head and another departmental head?

MR. A. THANU PILLAI (*Trivandrum—Rural*): Is there no difference between the Chief Engineer and the other officers referred to by the member?

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MR. K. PADMANABHAN (*Chirayinkil I*): Yes so far as I can see, one is a European officer and the others are Indian officers.

DEPUTY PRESIDENT: Order, order. The honourable member is under a very serious mistake. There are degrees of importance with regard to the various officers. Some are high, others are low. Some are higher and others are lower. It is a comparative degree in some measure, so that this difference in travelling allowance has not got its origin in race or nationality or religion but in the fact presumably of there being a distinction between higher and lower officers.

MR. K. PADMANABHAN (*Chirayinkil I*): So far as I am able to see, I do not find any distinction.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): May I know whether the member realises that there is difference in regard to the duties of the different officers ?

MR. K. PADMANABHAN (*Chirayinkil I*): Certainly, there are differences. But so far as I can see, between the four officers to whom I have referred on the one side and the Chief Engineer on the other, there cannot be much difference in the touring work they have to attend to.

MR. M. SIVATANU PILLAI (*Tovala*): Has the Chief Engineer not got to walk much ?

MR. K. PADMANABHAN (*Chirayinkil I*): Just as much as the other officers. If the Chief Engineer is made to walk, he should walk.

DEPUTY PRESIDENT: There is nothing so very unpleasant as having to get up every five minutes. I am obliged to do so because the discussion is taken to wrong channels. The Government of His Highness the Maha Raja pay travelling allowance to officers. This House has committed itself to a steady policy of recognising the payment of travelling allowance by granting the demands. To suggest that an officer of Government must be made to walk and to put any kind of compulsion on a high officer of status in such matters is obviously wrong. Those things have to be left to their inclination. I trust that, in the interest of proper discussion, such questions which have nothing to do with the importance of the subject will be scrupulously avoided.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Have we not got the right to cut the whole amount ?

DEPUTY PRESIDENT: Certainly this House has got the power to do so. But this House has no right to say that one officer must walk, another officer must run and all that kind of thing. If anybody raises such questions they will have to be disallowed.

MR. K. PADMANABHAN (*Chirayinkil I*): Sir, I was at the point that the very practice of drawing a distinction between one officer's tour and another officer's tour and allotting a greater amount for the travelling allowance of one officer than for the travelling allowance of other officers is fundamentally wrong.

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RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*): Is it the member's point that all kinds of travelling allowance should be made uniform?

MR. K. PADMANABHAN (*Chirayinkil I*): Far from it. That is why I stated only three or four officers just to make a comparison.

MR. K. R. ELENKATH (*Kalkulam I*): May I know whether the member concedes that there is difference between heads of departments and whether an officer, in order to discharge his work satisfactorily, is not entitled to demand a greater amount for his travelling allowance?

MR. K. PADMANABHAN (*Chirayinkil I*): Sir, that is also a matter of opinion and I am not bound to answer that question. This practice of drawing a distinction between one officer and another will have a very bad effect also on the other officers.

MR. P. C. KURIYAN (*Kottayam I*): I rise to a point of order. When one honourable member of this House puts a question to another member of this House, of course through the Chair, is it up to that member to say that he is not prepared to answer the question?

DEPUTY PRESIDENT: I am not prepared to entertain that now.

MR. K. PADMANABHAN (*Chirayinkil I*): But anyhow since the honourable member Mr. Truscott has been saying that he is fond of touring, out of grace I have put down Rs. 3,000. Even there I have stated that Rs. 3,000 is more than enough. The biggest amount allotted for travelling allowance is Rs. 2,600, and I have put down Rs. 3,000 out of some special consideration for the Chief Engineer. This House can allow something like Rs. 400 more than the maximum of Rs. 2,600. But I do not understand how this sum of Rs. 3,800 was arrived at. I believe Mr. Truscott will be magnanimous enough to accept this cut.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Before the member sits down, may I know when I said that I was fond of touring?

MR. P. C. KURIYAN (*Kottayam I*): Sir, I oppose this motion. The Honourable member Mr. Padmanabhan has pointed out that the other heads of departments are not drawing the same T. A. as the Chief Engineer. If I had the power, Sir, I would have the Chief Engineer in motion always (*laughter*) because he is the person in charge of the whole of the communications in the State from Cape Comorin to North Parur; and personally I would allow any amount to be given him by way of travelling allowance, though I may perhaps cut down his pay. I am of opinion that, in the interest of the State, there should not be a deadlock created by cutting down the travelling allowance of the Chief Engineer.

MR. S. J. NAIR (*Nedumangad*): Sir, in supporting the motion, I wish to speak a few words. The travelling allowance of the Chief Engineer is provided with a view that the Chief Engineer must travel and inspect the works that are going on in connection with the construction of buildings and roads, maintenance of roads and so forth.

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So far as the maintenance of roads is concerned, I must inform the House that the Chief Engineer seldom travels with a view to correct the erring members of his department. Sir, recently I invited the Chief Engineer—

DEPUTY PRESIDENT: That has nothing to do with the motion before the House.

MR. S. J. NAIR (*Nedumangad*): The Chief Engineer is not travelling as he should; and as a result of it, the condition of the roads is most dangerous. Sir, for that purpose I invited the Chief Engineer to come over to Nedumangad.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Sir, on a point of order.

DEPUTY PRESIDENT: I anticipated it. Even today several times it was pointed out that personal dealings with heads of departments and others are not matters to be placed before this House.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Sir, that was not the point of order which I wanted to raise. Here Mr. Padmanabhan's motion is to reduce the amount of travelling allowance by Rs. 800. It is not a token cut. There has been a ruling that, when a specific cut is made, it has to be supported on the ground that that amount need not be spent. That is the only point on which this motion can be supported. Mr. S. J. Nair is supporting it on a different ground.

DEPUTY PRESIDENT: He is giving his reasons in his own way. The motion is in order.

MR. S. J. NAIR (*Nedumangad*): Sir, I was saying why there was no necessity for granting such a big amount and why the House should cut short the allotment made for the travelling allowance of the Chief Engineer by Rs. 800.

As an illustration, I was just pointing out to the House that the condition of the roads in all parts of Nedumangad taluk is dangerous. The roads are being left completely neglected. When Honourable members make a request to the Chief Engineer to come to the various localities where they reside and satisfy himself about the unwholesome condition of the roads and the corrupt manner in which his subordinates misappropriate the funds allotted for the maintenance of the roads, the Chief Engineer purposely avoids going to those places.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): In that case, how can Rs. 800 be taken away?

MR. S. J. NAIR (*Nedumangad*): It indicates our 'abhortion' (*loud and continued laughter*).

DEPUTY PRESIDENT: I heard the word "abortion". What was the word used by you, Mr. S. J. Nair?

MR. S. J. NAIR (*Nedumangad*): What I meant, and what I said, was *abhorrence* with regard to the conduct of the subordinates.

Sir, the Chief Engineer will have to travel for a certain purpose. He will have to see that the allotment made for the purpose of maintianing various roads in the State is properly spent. He seldom does this.

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DEPUTY PRESIDENT: Because you were not quite audible to me, there was some difficulty, and that was the reason why there was a great deal of demonstration over that word of yours. You are not particular that this word should form part of the record ?

MR. S. J. NAIR (*Nedumangad*): No, Sir.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): On a point of order. I want to know whether it is left to any member to say that a particular portion of what he uttered should form part of the record of this House which ought to be a true representation of things that happen in this House.

DEPUTY PRESIDENT: Mr. Kunjukrishna Pillai does certainly not want to test the resourcefulness of the Chair; he has got a legitimate doubt on that point. The ruling on that point is that the presiding authority has the right to decide upon the question By way of courtesy, the Chair asked the member.

MR. A. THANU PILLAI (*Trivandrum—Rural*): Has the member not got the right to correct a speech he has made or a word that he has uttered ?

DEPUTY PRESIDENT. Certainly he has. But I cannot prevent Honourable members from raising points. I trust that some greater circumspection will be used.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): Is it not open to the Chair to expunge any portion of the proceedings ?

DEPUTY PRESIDENT I shall consider.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): May I know, Sir, whether the Chair has got the right to expunge any portion of the proceedings ?

DEPUTY PRESIDENT: I am not going to say anything on that now.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): It is a statutory power given to the House.

DEPUTY PRESIDENT: The Statute is not a closed book either to the Chair or to any member of the House, official or non-official. The Statute has been read carefully, the rules have been understood very carefully and well. The ruling I have given is not to be reopened.

MR. P. C. KURIYAN (*Kottayam I*): May I know whether, in the case of a correction,—

DEPUTY PRESIDENT: I am not going to entertain any more points of order on that subject now.

MR. S. J. NAIR (*Nedumangad*): Sir, in the absence of proper travelling, the various roads are in a neglected condition. It is high time that the Chief Engineer puts down corruption on the part of his subordinate officers.

MR. K. R. ELENKATH (*Kalkulam I*): Sir, I oppose the motion. Neither the mover nor the member who supported him has advanced arguments to show that the Chief Engineer, has been over-travelling or that the amount allotted for 1111, namely, Rs. 4000, has been misspent. In the light of the arguments advanced by Mr. Nair, namely, that the Chief Engineer has not been travelling and that his inspection

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work should have checked corruption, he should not have opposed the motion. For, if we curtail his travelling expenses, he will not be able to supervise effectively the work of his subordinates. When Mr. Sivatanu Pillai referred to

MR. S. J. NAIR (*Nedumangad*) : May I know whether the member s aware that there is widespread corruption in the Department ?

MR. K. R. ELENKATH (*Kalkulam I*) : I am aware of that. I do not think that the travelling expenses of the Chief Engineer, who is the controlling authority to check corruption, should be curtailed. If the travelling allowance is curtailed, corruption will increase.

MR. K. PADMANABHAN (*Chiryinkil I*) : May I know whether the Chief Engineer has found out any instance of corruption during his tours ?

DEPUTY PRESIDENT : I disallow that question. Whether the Chief Engineer has found out corruption or not is not a matter for Mr. Elenkath to answer

MR. K. PADMANABHAN (*Chirayinkil I*) : Mr. Elenkath was saying that there will be no instance of corruption if the Chief Engineer is not travelling. I am asking him whether the Chief Engineer has found out any case of corruption.

MR. K. R. ELENKATH (*Kalkulam I*) : If he visits places supervised by Assistant Engineers, his travelling would have been more useful.

MR. K. PADMANABHAN (*Chirayinkil I*) : Has he found out any instance of corruption last year when Rs. 4,000 was allotted.

MR. K. R ELENKATH (*Kalkulam I*) : He has not.

MR. K. PADMANABHAN (*Chirayinkil I*) : Then what is the use of allotting more funds ?

MR. K. R. ELENKATH (*Kalkulam I*) : That may be due to the fact that other functions which he had to attend to might have absorbed his attention. If he is out of his office more frequently, he will find out corruption.

MR. M. SIVATANU PILLAI (*Tovala*) : Out of office ?

MR. K. R. ELENKATH (*Kalkulam I*) : Yes. He should have experience of the difficulties of the ryots, he ought to walk distances tc find out whether roads are necessary or not. Suppose he goes to North Parur or Tovala, he may be able to find out whether communiccations are needed there or not.

With regard to corruption, if any instance is brought to his notice, he must inquire into that. He must see whether the money allotted for roads is properly spent. For these reasons, I oppose the motion.

MR. A. EASWARA PILLAI (*Kottarakara*) : Sir, I support the motion, not on the ground that the Chief Engineer is not travelling. but on the ground that he is travelling too much by the same road over and over again. He is not visiting the rural parts of the State, nor is he travelling through the bye-roads.

DEPUTY PRESIDENT : How does it affect the total allowance ? If there is more frequent travelling by the same road, that means more payment.

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MR. A. EASWARA PILLAI (*Kottarakara*): His travelling through the same route any number of times will not serve the general public. The point is that he should travel along all roads and visit all parts of the State. My view is that such travelling is a waste.

My second reason is that the provision made for communications in this year's budget is quite inadequate. A large portion of the allotment is earmarked for works in the towns. Hence he has to concentrate his attention in one or two towns. Paucity of works in the rural parts will be a valid reason for the Chief Engineer to keep at headquarters, and thus avoid travelling.

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*): Sir, I oppose the motion. As was correctly observed by Mr. Kuriyan, if there is one officer to whom sufficient funds for travelling ought to be given, I have no hesitation in saying that it is the Chief Engineer of the State. Sir, the Chief Engineer is in charge of the communications in the State At present, there is more and more clamour from one end of the country to the other for more means of communication. From my experience of the Chief Engineer, I may say that he is a man from whose travelling the public at large can derive considerable benefit. In this connection, I may be permitted to refer to the work he has done during the recent malaria epidemic in my own taluk. Sir, times out of number he has been travelling in the rural areas where the people were lying porstrate under the weight of poverty, pestilence and disease.

MR. S. J. NAIR (*Nedumangad*): May I ask whether it was not the same case in regard to the rural areas in the Nedumangad taluk also?

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*): I have heard that it was the same case in the Nedumangad taluk also. As a result of his useful touring work, I might say that the poor people in those rural areas have now got the benefit of sufficient protection and health from outside. With these few words, I oppose the motion of Mr. Padmanabhan.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Sir, I oppose the motion. I should point out to Mr. Padmanabhan that a sum of Rs. 500 out of the allotment of Rs. 3,800 is intended for the Chief Engineer's Office. The allotment for the Chief Engineer is only Rs. 3,300.

It might interest the House to know what the allotments were in previous years. In 1111, the expenditure under travelling allowance up to date is Rs 3,877; in 1110, it was Rs. 3,779 in 1109, it was Rs. 5,224 in 1108, there was a special cut, and the amount was Rs. 3,000 in 1107, the allotment was Rs. 3,520; and, in 1106, the amount was Rs. 4,222. The amount I have asked for for the next year is actually less than that of this year. I may point out that I have to travel all over the whole State unlike the other officers. A comparison of travelling between the other officers and myself could not be taken into account. Personally I think a comparison should not be made.

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MR. S. J. NAIR (*Nedumangad*): May I know whether the Chief Engineer has travelled through all the bye-roads in the Nedumangad taluk? (*Laughter*).

DEPUTY PRESIDENT: I disallow that question.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): I believe the other officers have not got as much travelling to do as I have.

I am doubtful whether the amount that I have asked for will be sufficient for travelling purposes in view of the fact that the fourth stage works relating to Cochin Harbour may be taken up some time in August. I am a member of the Cochin Port Conservancy Board and I should attend meetings every month. It will be impossible to do that with this allotment under touring. I consider that I shall have to pay more visits to Cochin than I have done in the past, because the fourth stage of the Cochin Harbour Scheme is very important as far as Travancore is concerned. I have nothing more to add.

MR. K. PADMANABHAN (*Chirayinkil I*): May I know, whether there is any covenant in regard to the travelling allowance of the Chief Engineer?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*) The Chief Engineer is governed by the Madras Travelling Allowance Rules

MR. K. PADMANABHAN (*Chirayinkil I*): So, am I to understand then, that there is no special commitment by the Travancore Government in regard to the travelling allowance of the Chief Engineer.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): For purposes of travelling allowance, I am governed by the Madras T. A. Rules.

MR. K. PADMANABHAN (*Chirayinkil I*): What is the rate obtaining in Madras?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Compared with the travelling allowance rules in force in Travancore, I think there is a slight advantage under the Madras rules.

MR. K. PADMANABHAN (*Chirayinkil I*): In view of the explanation offered by the Chief Engineer, I beg to withdraw my motion.

The motion was, by leave of the House, withdrawn.

Motions No. 12.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): I beg to move:—

12. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1

The object of my motion is to urge the abolition of tolls.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Sir, is this motion in order?

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Yes, Sir.

DEPUTY PRESIDENT: What is your point in support of that statement?

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MR. T. KRISHNA PILLAI (*Neyyattinkara II*): I shall explain, Sir travelling would afford an opportunity for the Chief Engineer to realise the lot of inconvenience which the public are put to by the institution of these obnoxious tolls.

DEPUTY PRESIDENT: If T. A. is reduced, then the Chief Engineer will not be able to travel at all. If conditions are bad with sufficient travelling allowance, I think it will be much worse with no travelling allowance.

MR. T KRISHNA PILLAI (*Neyyattinkara II*): This is a token cut, Sir.

MR KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): Sir, I do not think this motion is relevant, because the question of toll-gate does not arise under travelling allowance. It has no bearing at all except perhaps a passing reference under T. A. Therefore all things considered, the idea of toll-gates, by means of this motion, is not relevant.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*) There is a precedent also in my favour. On a former occasion, the abolition of toll gates was allowed to be moved and discussed under the head 'travelling allowance'.

DEPUTY PRESIDENT: If you give your explanation in that fashion, I shall not be able to decide it now.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*) I will explain my point further, Sir. What I wish to urge is that, when the Chief Engineer makes his tours, the inconvenience that the public are put to due to the institution of tolls will be brought home to his mind and he will be in a position to recommend the abolition of toll gates. And travelling allowance affords him an opportunity to do this.

DEPUTY PRESIDENT: I am not at all satisfied with the explanation given by the member. I am still of the opinion that, if travelling allowance is cut down, the possibility is that the Chief Engineer will not be able to know anything that happens.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*) I am only saying that by travelling alone he will be able to understand the difficulties of the people. In that manner, he can recommend to Government the abolition of tolls.

DEPUTY PRESIDENT: But what is your motion?

MR. T. KRISHNA PILLAI (*Neyyattinkara II*) My motion is to reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

DEPUTY PRESIDENT: Such a motion could be brought only under total allotment and not under this specific allotment though it is a cut motion. Therefore this does not arise and is not relevant. I am inclined to accept that view. And whatever may be the precedent, the specific nature of which Mr. T. Krishna Pillai is not able to place before me, and as at present advised, I am of the opinion that the abolition of toll gates may not be dicussed under this motion.

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Motion No. 13

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): I beg to move the following motion.

13. To reduce the allotment of Rs. 3,300 for travelling allowance by Re 1.

Sir, the object of my motion is to point out that the Chief Engineer is not sufficiently attentive to the needs of all the parts of the State. The Public Works Department, as the very appellation connotes, is supposed to exist to minister to the benefit and comfort of the public at large. That is the reason why huge allotments are made every year under this head. Of late, this department, Sir, has metamorphosed to a department which exists for the leakage and wastage of public funds. There is no definite or consistent policy pursued by the department. Works are begun in right earnest today, only left to be half-finished tomorrow. Generally, during the major part of the year, subordinates of the department idle away their time, and, towards the close, when the monsoon sets in, they are up with vigour and works are commenced in all haste and hurry, and after some progress is made, they are left off to be washed off by the rains. For instance, Sir, I may say that there are scores of roads, bridges, culverts and other works which were begun in right earnest and after making a small progress left off in an incomplete fashion.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): The member was saying that there are scores of bridges, scores of culverts and other works which were begun but left incomplete. Will the member kindly give a list of them ?

MR. T. KRISHNA PILLAI (*Neyyattinkara*): Altogether there will be scores of such instances.

DEPUTY PRESIDENT: You need not labour the point, because the official member is out of order.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): I am sorry, Sir.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): There is a channel in my constituency for which a lot of money was spent for the construction. Due to want of a corresponding one on the other side of the field, the whole money spent on that channel now becomes a complete waste. There are miles of roads which have not seen gravel or tasted the effect of a spade or a hand-roller for several years; and I am sure all members this side of the House will bear testimony to this statement. Probably the objection that will be raised by the Chief Engineer will be his stereotyped plea of want of funds. To this I ask, Sir whether he was spending all the amounts that were allotted for works in mofussil areas every year. A handsome portion of the amount is being surrendered every year by the P. W. D. The surrenders have become so common in this department that it leads one to think whether it is not done with the connivance of Government. Anyhow this state of affairs

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[Mr. T. Krishna Pillai]

should not be allowed to continue. I submit, Sir, that the Chief Engineer should extend his tours into the interior regions of the country and acquaint himself with the most inadequate and unsatisfactory manner in which the subordinates attend to the needs of all parts of the State. With these words I move the motion.

MR. K. R. ELENKATH (*Kalkulam I*): Sir, I support the motion. Although the Chief Engineer has been complaining that the allotment under travelling allowance is not sufficient, I am entirely in agreement with the views expressed by Mr. Krishna Pillai that he has been neglecting the rural needs in the State. If at all travelling is necessary on the part of the Chief Engineer, it is for his tours in rural parts than in the Main Central or in some prominent roads of the State. The needs of the people and the conditions of the road are not known to officers other than the Chief Engineer. The rural population have no facility for giving representation to Government or for their being represented by any other method. Lakhs and lakhs of rupees are required for the interior parts of the State and there is nobody to speak for their cause to the authorities concerned. It is the rural places that most responsible officers in charge of the Public Works Department should frequently visit. I should think that South Travancore is almost neglected now-a-days in point of communications. The Government member may say that he was visiting Neyyattinkara in connection with the malaria epidemic and all that. That is no reason why he should leave the other portions uninspected, at least in ordinary times. I can confidently assert that the Chief Engineer has not visited any area either north or south or east or west of the rural parts of my constituency. He might have travelled right up through the Main Southern road to Nagercoil or the Cape. If he had examined, he would really have found that many interior parts have been abandoned. With these observations I support the motion.

MR. K. M. KRISHNAN (*Ambalapuzha II*): സർ, ഞാനും ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു ചീഫ് എൻജിനീയർ സഞ്ചരിച്ചപ്പോൾ എല്ലാ ഉൾനാടുകളെയും ഗൌനിക്കുന്നില്ല എന്നുള്ള പരാതി സാധാരണമാണ്. എന്റെ നിയോജകമണ്ഡലമായ അമ്പലപ്പുഴത്താലൂക്കിലെ ചില നിസ്സാരാവശ്യങ്ങളെപ്പോലും നിർവഹിച്ചുതരണമെന്നു ചീഫ് എൻജിനീയരോട് ആവശ്യപ്പെട്ടിട്ടും അതു് കേവലം വനരോദനമായി പരിണമിക്കുകയാണു ചെയ്തിട്ടുള്ളതു്. രണ്ടുമൂന്നു സംഗതികൾ ഞാൻ ഇവിടെ ചൂണ്ടിക്കാണിക്കാം. അമ്പലപ്പുഴയിൽ "മൺറോ ലൈറ്റ് റോഡ്" എന്ന ഒരു ചെറിയ റോഡു വെട്ടുന്നതിലേക്ക് ആവശ്യമുള്ള സ്ഥലം ഉടമസ്ഥന്മാർതന്നെ വിട്ടുകൊടുക്കുകയും ആ സ്ഥലത്തുള്ള വൃക്ഷങ്ങളെല്ലാം വെട്ടി ഒരുക്കി സ്ഥലം തയ്യാറാക്കുകയുംചെയ്തിട്ടുണ്ട്. റോഡു പണിയുന്നതിനുള്ള എസ്റ്റിമേറും തയ്യാറാക്കപ്പെട്ടു. എന്നിരുന്നാലും

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അടുത്തയാണ്ടത്തെ ബഡ്ജറിൽ അതിന്റെ ആവശ്യത്തിനായി ഒറ ക്കാശുപോലും കൊള്ളിച്ചിട്ടില്ല. അടുത്ത ദാവിയിലെങ്കാനും ആ റോഡിന്റെ പണി തീർന്നുകിട്ടുമെന്ന് ആശിക്കുവാനും നിവൃത്തിയില്ലാതാ ണിരിക്കുന്നത്.

ആലപ്പുഴ ടൌണിന്റെ വടക്കെ അതിർത്തിയിൽ കിഴക്കുപടി ഞ്ഞാറായി ഒരു ചെറിയ റോഡുണ്ട്. അതിൽ ഒരുഭാഗം രണ്ടു ഫർലാംഗു ദൂരം ഗ്രാവൽ ഇട്ടിട്ടുമുണ്ട്. ഇനി കുറച്ചുദൂരംകൂടി ഗ്രാവൽ ഇട്ടിരുന്നെങ്കിൽ ആ റോഡിന്റെ പണി പൂർത്തിയാകുമായിരുന്നു. പക്ഷെ, ഇന്നുവരെ അതിന്റെ പണി പൂർത്തിയാക്കണമെന്നുള്ള ഒരു വിചാരംപോലും അധികം ഉണ്ടായില്ല.

അതുപോലെ ആലപ്പുഴ - ചേർത്തല തോടിന്റെ കിഴക്കേക്കര യിൽ ഒരു റോഡ് വടക്കോട്ട കൊമ്മാടി പാലംവരെ വേണമെന്നു പല നാളായി ആവശ്യപ്പെട്ടുന്നു ഏറ്റവും ഉപയോഗമുള്ള ഒരു റോഡാ ണിത്. പള്ളിക്കൂടത്തിൽ പഠിക്കുന്ന കുട്ടികളായിട്ടും ഫാക്ടറികളിൽ ജോലിചെയ്യുന്ന തൊഴിലാളികളായിട്ടും അനേകംപേർ ഈ സ്ഥലത്തു കൂടി യാത്രചെയ്യേണം ടൌണിലേക്കു പോകുവാൻ. വർഷകാലത്ത് തോട്ടിന്റെ കരകവിഞ്ഞു വെള്ളം ഒഴുകുമ്പോൾ ഇതുവഴിയിൽകൂടി നട ക്കാൻ വളരെ പ്രയാസമാണ്. അവിടവിടെയായി സ്ഥലം മുറിഞ്ഞി ട്ടുണ്ട്. ചീഫ് എൻജിനീയരുടെ യാത്രയിൽ ഈ സ്ഥലങ്ങൾ എല്ലാം കണ്ടു മനസ്സിലാക്കിയിരുന്നെങ്കിൽ ഏതെങ്കിലും പരിഹാരം അദ്ദേഹം ഉണ്ടാക്കുമായിരുന്നു. ഇനിയെങ്കിലും അദ്ദേഹം യാത്രചെയ്യുമ്പോൾ ഉൾനാടുകളിലെ കാര്യങ്ങളിൽ വേണ്ടവിധം ശ്രദ്ധപതിപ്പിക്കുമെന്നു വി ശ്വസിക്കുന്നു

MR. K. P. KRISHNA MENON (*Parur*): I also support the motion. The roads in the Northern Division are very unsatisfactory. For instance, I may quote the road from Mamala to Muvattupuzha. It is in a very deplorable condition. In Parur taluk, there are three incomplete roads, of which one was sanctioned in 1930. Rs. 12,000 was sanctioned for that in 1930. Hitherto the Chief Engineer has spent only Rs. 3,485. There is also the Manjali-Thadikakatavu road. Sanction for the same was made in 1930. There are two other roads in my constituency which were sanctioned long ago. Parur is the taluk where there are only very few roads; and when agitation is made for opening new roads the Chief Engineer says there is no fund. The other day I interpellated for a small village road from Edapally-Perandoor to Kaloor touching the Cochin frontier where the Cochin Government has opened a cart road and for that an estimate was prepared by the P. W. D. In

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[Mr. K. P. Krishna Menon.]

the end the Chief Engineer says that there is no fund. If there is no fund, I cannot understand the meaning of preparing estimates. From Edapally to Mavattupuzha a road was started long ago and it is lying incomplete and there is no provision in the next year's budget for completing the work. So unless the Chief Engineer frequently visits all these places and knows the conditions of the people and the roads, I think things cannot be improved. So I support the motion.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Sir, I oppose the motion. I cannot agree with the Hon'ble member that moved the motion that means of communication in rural parts are not attended to. They are being maintained with the funds that are available at our disposal. The amount for maintenance of communications provided in the budget this year is Rs. 9,44,375 and for new works under roads is Rs. 1,43,150. I would point out that compared with the maintenance grant of Rs. 6,31,399 in 1097 M. E. that for 1112 M. E. shows an increase of over three lakhs. That indicates that there is a rise of something like Rs. 4 lakhs. Government have been paying a lot of attention to the construction of roads. The increased maintenance grant itself will show that more roads had to be constructed. Without funds, we cannot maintain roads. We have got altogether in the State over 5,000 miles of roads and the maintenance grant is becoming rather a big problem.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): May I know the amount out of this allotment consumed for maintenance of roads within the Trivandrum city?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): I cannot give the details now. If the member wants it, I can give it later.

I am surprised to hear Mr. Elenkath say that South Travancore has very little roads. South Travancore has much more roads than North Travancore or Central Travancore.

MR. K. R. ELENKATH (*Kalkulam I*): May I know whether the Chief Engineer is aware that, apart from the Main Southern Road, there is very little means of communication in the interior?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): There is better means of communication in South Travancore than in any other part of Travancore.

MR. S. J. NAIR (*Nedumangad*) May I know whether the Chief Engineer is aware that there is no means of water communication in South Travancore as in North Travancore?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Certainly, I am aware of it.

I believe Mr. Krishna Pillai represents Neyyattinkara. In Neyyattinkara there are 199 miles of main roads, 4 miles of village roads, 13 miles of traces and 2 miles of canals and the area of the taluk is 233 sq. miles; that is roughly 218 miles of communcations; practically one mile of communication to every one sq. mile of area. That is pretty good when compared with any other part of Travancore.

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Mr. Krishnan Menon asked me why we prepare estimates when we have no funds. We prepare these estimates with the pious hope that Government will sanction them. I have a lot of estimates awaiting the sanction of funds. When the time comes we put in the estimate. We might get a little sum to build a small road. That is the reason why we prepare the estimates first.

Regarding rural communication, I would again remind the House of the Ryots' Roads Rules. Government is very sympathetic in sanctioning roads which comply with the Ryots' Roads Rules being taken up for maintenance and improvement. I do not know of any refusal on the part of the Government to sanction a road that has complied with the Ryots' Roads Rules. I think these remarks will enable Mr. Krishna Pillai to withdraw his motion.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Though I am not fully convinced with the answer given by the Chief Engineer, I do not wish to press for a division. But I must insist that the Chief Engineer will have to extend his tours to the interior parts of the country as well and acquaint himself with the real difficulty of the people because of the corruption and also the unsatisfactory method in which the works are being executed by his subordinates. With these words, I beg leave to withdraw the motion.

The motion, by leave, was withdrawn.

Motion No. 14.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Sir, I beg to move the following motion:—

14. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

We have already talked so much about the attention that should be devoted to the rural areas by the Chief Engineer, that I do not wish to dilate upon that point any further. I am not at all against beautifying the town of Trivandrum and spending huge sums for Town Planning and other purposes. But I must draw the attention of the Government to the fact that, even though there is a peak provision of a crore of rupees allotted under P. W. D., only Rs. 14,000 and odd is being allotted for original works especially in mofussil areas. This is certainly an incredibly small amount.

MR. K. R. ELENKATH (*Kalkulam I*): Sir, I rise to a point of order. In this motion, there are two issues. One is that adequate funds must be allotted for works in rural areas and the other is that unexpended funds in any particular year must be carried forward to form a reserve fund for completing the works already begun.

DEPUTY PRESIDENT: I am afraid that there is great force in what has been suggested by Mr. Elenkath. Is Mr. Krishna Pillai prepared to explain his position?

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): I want to deal with only the latter portion of the motion, that is, that the unexpended funds in any particular year must be carried forward to form a reserve fund for completing the works already begun and left off unfinished. I say that that alone need be put to the vote of the House.

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DEPUTY PRESIDENT: There is this difficulty with regard to that. arrying forward a certain amount to form a reserve fund is something which one can do without travelling. It is a principle and not any particular work of touring. Carrying forward sums is a work which has to be done in the Chief Engineer's office. So that, unless Mr. Krishna Pillai is able to explain his position, I shall be inclined to rule his motion out of order.

Mr. Krishna Pillai will have to satisfy the House that the Chief Engineer can carry forward sums only if he travels.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Only if the Chief Engineer travels will he be convinced of the fact that instead of making surrenders year by year it would be by far better and more advantageous if those unexpended amounts in a particular year are carried forward to form a reserve fund to be expended for the completion of those works left off unfinished.

DEPUTY PRESIDENT: Your point is that, if the Chief Engineer travels frequently, he will be able to generalise from the conditions of work and make proposals to Government that the amount should be carried forward. Unless there is sufficient travelling, generalisation will be impossible?

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Unless there is sufficient travelling, Sir, the Chief Engineer will not be in a position to find out the outrageous and evil consequences of the surrenders that are experienced every year.

MR. A. THANU PILLAI (*Trivandrum-Rural*): In that case is there any part of the work of the Chief Engineer that has not some relation to his travelling? So anything may be discussed under travelling allowance.

DEPUTY PRESIDENT: Has the Government member anything to say?

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): I do not think the object mentioned in the motion is relevant to the amount sought to be reduced. Therefore it is out of order.

DEPUTY PRESIDENT: I feel obliged to adhere to the view which I took some time ago, for this is a matter more of accounting and whether the Chief Engineer travels less or travels more it has to be presumed that the Chief Engineer knows this principle of carrying things forward and this House also, irrespective of anything done by the Chief Engineer, may put its opinion before the Government on appropriate occasion. More travelling is not necessary for the object mentioned in this motion. Therefore the motion is out of order.

Motion No. 15.

The following motion was not moved:—

MR. S. NILAKANTA PILLAI:

15. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

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Motions No. 16.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*) : Sir, I move :

16. The allotment of Rs. 3,800 for travelling allowance be reduced by Re. 1.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : A point of order. This motion is quite similar to motion No. 13 moved by Mr. Krishna Pillai. That motion was to point out to the Chief Engineer the needs of all parts of the State including rural areas and the member had then a chance of discussing the present object in that motion.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*) : That is only with regard to part-finished roads. This is about new roads, Sir.

DEPUTY PRESIDENT : You may proceed, Mr. Nilakanta Pillai.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*) : Sir, that the Government have long recognised the necessity and importance of roads can be seen from the fact that this year itself the Chief Engineer brought a demand for supplementary grant for some amount for preparing a priority list of roads. From that itself it is clear that the Government admit the importance and necessity of roads in rural centres.

MR. P. C. KURIYAN (*Kottayam I*) : May I know whether the House voted that Demand ?

DEPUTY PRESIDENT : You need not answer that question.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*) : I said that the Government have long recognised the importance of roads in rural centres.

Sir, as early as 1930, Government undertook the construction of certain rural roads and investigations were made and estimates prepared with regard to some of them. So, Sir, I submit that Government have recognised the fact that rural roads, that is roads branching from the trunk roads to rural areas, are quite essential for proper communication in the State. The advantages that we derive from having more rural roads, are these :—it facilitates the transport of agricultural produce and it in a way solves the problem of agricultural indebtedness ; because, if a road is to be constructed in a rural part, then the properties on both sides of the road will fetch more value. And, moreover, Government are very anxious about industrialisation of the country. Unless we have sufficient proper roads branching from trunk roads to the mofussil parts of the State, how is it possible for the people to go from one place to another without wasting much time ?

Having felt the necessity, the Government or the Chief Engineer representing the Government always, in answer to questions asked by the non-official members, said that funds are not available. In this connection, I ask, Sir, if the Government can find funds to the extent of Rs. 10 lakhs for financing the town planning scheme, is it not possible for them to find some funds for financing works in mofussil parts? I ask whether there is the necessity for town planning scheme when the people are groaning under debts and they are actually starving.

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[Mr. S. Nilakanta Pillai.]

Sir, we ask only for our bare necessity. Without proper roads we cannot go from one place to another. But, on the other hand, when the Government are refusing our proper and just demands for bare necessity, they are able to provide funds for living luxurious lives in towns. Sir, is it fair and just on the part of Government to allow funds for such capital works while people are starving in rural centres of the country? So my submission is that the Government must somehow or other find funds for constructing new roads in rural parts of the State.

With regard to my constituency, there are some roads for the construction of which investigations have been made as early as 1930. There is the road from Avanavancherry to Aylam; the road from Pallikkal to Velinelloor; the road from Gnekkad to Nadayara; the road from Airoor to Bhoothakulam and the road from 17th mile, T. Q. Road to Venjaramood. For the construction of these roads, investigations have been made as early as 1930. But Government do not undertake these works on the usual ground that they have not funds. So, my submission is that Government must either divert this Rs. 10 lakhs set apart for financing the town planning scheme; or if they find it impossible to do so—

DEPUTY PRESIDENT: The member has said that more than once.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): But I said that in another connection.

The Government must either divert the fund set apart for the town planning scheme for the financing of works in the rural centres or find some amount for financing the local needs of the various taluks. With these words, I commend the motion for the acceptance of the House.

MR. S. J. NAIR (*Nedumangad*): Sir, so far as the construction of new roads in rural parts in the State is concerned, the Public Works Department bestow very little attention. It must perhaps be due to the absence of sufficient knowledge on the part of the Chief Engineer about the rural areas and the condition of the rural people or due to his indifference and negligence. Sir, if you go through the budget allotments for the year 1111 M. E. and 1112, I mean the budget allotment for Public Works, it is evident that, in 1111, Rs. 24,40,000 was allotted under P. W. D. expenditure. Out of this, only Rs. 36,350 was set apart for the construction of new roads whereas Rs. 7,43,000 was set apart in the budget grant for the construction of town roads in Trivandrum town.

DEPUTY PRESIDENT: I have said that that argument was repeated in this House during this term several times even today. And repetition is repetition whether made by the same member or by others.

MR. S. J. NAIR (*Nedumangad*): For the construction of new roads for the whole State in rural areas the amount allotted under the budget grant for next year is only Rs. 14,860, Sir. Rs. 14,860 for the whole State, for the rural areas of the whole State, for the construction of new roads for the whole State!

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MR. K. R. ELENKATH (*Kalkulam I*): May I know from where he says that.

DEPUTY PRESIDENT: You need not answer that question. Because, when a member of the House speaks, he does so with sufficient knowledge and after having ascertained the facts. If questions are put to prove the authenticity and the veracity of the statement made by a member, it is impossible to do any business. Mr. S. J. Nair need not answer that question.

MR. S. J. NAIR (*Nedumangad*): So far as the needs of my taluk are concerned, it is a too well-known fact that my constituency is a mountainous taluk and that it is backward in point of means of communication.

MR. P. C. KURIYAN (*Kottayam I*): May I know whether the member is aware that Government were allotting funds yearly for rural parts and they have allotted funds to the city only recently?

DEPUTY PRESIDENT: That question is out of order.

MR. S. J. NAIR (*Nedumangad*): Sir, the people of Nedumangad taluk have been demanding year after year and the representative of the people in this House was making representations from time to time, in order to open a road from Nedumangad town to Aruvikkara. It has got only a very short distance of $2\frac{1}{2}$ miles. The authorities have not acceded to that repeated representation and granted any amount to open that road, which would have been a very useful road if constructed.

DEPUTY PRESIDENT: Do not specialise on Nedumangad.

MR. S. J. NAIR: (*Nedumangad*): As an illustration of the needs in rural parts I am referring to Nedumangad, Sir.

DEPUTY PRESIDENT: But do not specialise.

MR. S. J. NAIR (*Nedumangad*): As a concrete instance, I am referring to it only.

Sir, Nedumangad is so near the headquarters of the Chief Engineer, so near the capital of this State. It is only 12 miles from Trivandrum. Therefore, I do not think Honourable members would be sorry if the roads in Nedumangad are improved.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Why not?

MR. S. J. NAIR (*Nedumangad*): Because Nedumangad is so near the capital.

Sir, it is well-known that Nedumangad is a malaria-stricken area. Malaria is prevalent there in an epidemic and endemic form. If the Nedumangad-Aruvikara trace, the Karipoor trace, and the various other traces in the Nedumangad taluk are converted into cart roads, I am sure malaria would be driven away from the Nedumangad taluk. And, recently, Sir, a disease known as "red fever" has broken out in some places in the taluk. Sir, if only the various traces in the taluk have been converted into cart roads, we would have been able to get medical help at least from this town and also get rid of the malaria epidemic.

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DEPUTY PRESIDENT: I cannot permit Mr. S. J. Nair to go on in that line.

MR. S. J. NAIR (*Nedumangad*): In spite of our repeated representations, the authorities do not come to our rescue, although the taluk is only 12 miles from this town.

DEPUTY PRESIDENT: May I correct Mr. S. J. Nair, to his benefit. He said that the Nedumaugad taluk was 12 miles off from Trivandrum. The taluk is nearer than that; Karakulam is only 6 miles from Trivandrum and it forms part of the Nedumangad taluk.

MR. S. J. NAIR (*Nedumangad*): When I said Nedumangad taluk, I meant the Nedumangad town, Sir; because there are portions of the Nedumangad taluk which are only 3 miles from here, I mean from the Trivandrum town.

Sir, it is regrettable to find that enough funds have not been allotted for the development of roads in rural areas. Rural parts seem to have been completely ignored by the Government.

MR. A. EASWARA PILLAI (*Kalkulam II*): Sir, I support the motion under discussion. The need for new roads is felt more keenly in the rural parts of the State than in the town of Trivandrum. The Government go on providing more and more funds for roads in this town year after year, ignoring the necessity of the poor agriculturits. While lakhs of rupees are allotted for the sake of beauty in this town, a few thousands of rupees in the next year's budget for P. W. D. in all the other places are to my mind insufficient. Adequate funds are absolutely necessary for roads in rural areas for rural reconstruction.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): I support the motion. Sir, the Chief Engineer is the Chief Engineer for buildings, roads and irrigation. Sir, for the inpection of irrigation works motor cars are not of much use. I therefore hold that, the irrigation works in the State do not receive much attention from the Chief Engineer.

MR. P. C. KURIYAN (*Kottayam I*): How does the member know that the Chief Engineer travels only in a car?

DEUTY PRESIDENT: How many times should I point out that such frivolous questions should not be asked?

MR. A. S. DAMODARAN ASAN (*Mavelikara*): It has been announced by the Government on many occasions that the irrigation works in the State would be properly attended to; and as any amount spent on them would only add to the economic development of the country--

M. S. J. NAIR (*Nedumangad*): On a point of order, Sir. Is the member in order when he discusses, under this motion, irrigation works? The motion specifically refers to new roads in rural areas.

DEPUTY PRESIDENT: The Chair has been listening to Mr. Asan, and will take care of the matter raised by Mr. S. J. Nair.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Even after such announcement, Government have not been doing justice to the development of irrigation works.

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DEPUTY PRESIDENT: There is just this point, Mr. Asan; the object of the motion is to point out the necessity of opening new roads in the rural parts of the country.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): May I just submit one point before the Chair gives its ruling?

DEPUTY PRESIDENT: Yes; it is only fair that I allow you to do it.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): This is a token motion to reduce the allotment for T. A. If this motion is carried, no other token motion to reduce the allotment for T. A. can be moved. Therefore, this is the only opportunity that we have to discuss matters for which we too have sent up token motions for reducing the allotment for T. A.

The Chair has been consistently holding that, in all token motions, the only issue before the House was the reduction of the one rupee proposed by the motion, and that the discussion need not be confined to the object of the mover.

DEPUTY PRESIDENT: The object of the motion now before the House is "to point out the necessity of opening new roads in the rural parts of the country". Mr. Asan can certainly choose his own arguments and facts in support of the motion. But, even in his opening sentence, I heard him say that it was irrigation that the people want and not roads. I was therefore thinking that he was, more or less, out of order. Now, Mr. Asan has explained his position.

I find there is a conflict between law and expediency. There is considerable force in Mr. Asan's contention. When once a token motion is disposed of, all other similar motions fall to the ground. That, of course, is unavoidable. But, that cannot be sufficient reason to dispense with the rules, particularly those relating to relevancy. Mr. Asan may, therefore, proceed with his argument, since he is now only making a speech to support a motion and not making a motion. He has some little latitude, but not very much of it. If the arguments which he advances are absolutely irrelevant, the position will be different.

MR. P. C. KURIYAN (*Kottayam I*): May I appeal to the Chair that the word "frivolous" used by the Chair with reference to my question a little while ago, may be expunged from the proceedings?

DEPUTY PRESIDENT: No. The word "frivolous" does not bear any sting. The Honourable member must accept the feather if it fits his cap. From time to time, repeatedly, in all earnestness, I have been saying that unnecessary questions, and points of order without much force in them, must not be raised when serious business was being transacted. But, I have found that some members would not profit by friendly advice. Mr. Kuriyan has been asking questions which were not necessary at all; and, he was doing so in spite of warning. The question which he put in the present instance was nothing other than what the Chair characterised it to be. Therefore, I do not think there is any reason which will induce me to make the change which Mr. Kuriyan wants to make in the report of the proceedings of the day. I said the question was 'frivolous' with full knowledge of what the word implies. "Frivolous" does not mean "dishonest" "wicked" or "impudent". It only means "frivolous" (*Laughter*).

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MR. P. C. KURIYAN (*Kottayam I*): May I once again appeal to the Chair, Sir ?

DEPUTY PRESIDENT: Tha appeal will not be entertained.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) If the motion is considered to be a token motion merely for the reduction of one rupee—

DEPUTY PRESIDENT: What is the use of explaining, after I have given my ruling ?

MR. A. S. DAMODARAN ASAN (*Mavelikara*): I did not understand the ruling, Sir (*Laughter*).

DEPUTY PRESIDENT: You must thank yourself for that. If I find that you are violating the ruling, I shall have to call you to order.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Sir, the Minor Irrigation Committee, of which the then Chief Engineer was the President recommended that, every year, Rs. 5 lakhs must be allotted and an irrigation fund must be created. He estimated that about Rs. 35 lakhs would be required for the proper repair of all the minor irrigation works in the State; and he hoped to have all the works repaired in about seven years.

Sir, after all Rs. 35 lakhs is only less than two years' revenue from the wet lands in the State. That Committee also recommended that the operation of the Irrigation Regulation, in regard to the levy of cess, might be suspended in order that these works might be carried out. Sir, when we are spending lakhs of rupees for luxuries, is it fair that, for small items of expenditure, requiring only Rs. 300 or 400, the Government insist on the cumbrous procedure prescribed by the Irrigation Regulation?

MR. A. THANU PILLAI (*Trivandrum—Rural*): Sir, new roads may be opened in the rural parts of the State at least with a view to induce the officers of the Irrigation Department to visit the various tanks and canals that need repair. Sir, I personally know it for a fact that very little attention is being paid to irrigation works.

I take it, Sir, that one of the chief reasons is that the irrigation tanks are situated not by the side of roads but in *elas*, paddy lands, removed from the roads, with the result that these officers who habitually move about only in motor cars are very reluctant to get out of their cars and walk a mile or two or even three to inspect an irrigation tank. Otherwise, Sir, there is no explanation for the fact that the irrigation tanks are repaired in such a way that the tanks after repairs are even worse than they were before the repairs were effected. Sir, there is no exaggeration in what I am now submitting to the House. The officers think that it is not their duty to inspect these tanks. As for other works, they are all accessible by roads up to the work spot. But in the case, of these irrigation tanks and canals it is not so. So, there is great force in what my friend Mr. Asan was trying to make out. These tanks stand in very bad need of repair and the Irrigation Committee's recommendations ought to have been implemented long long ago. Something like an attempt in that direction has now been made by providing a lakh or two of rupees for the irrigation fund annually. But even that,

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Sir, is not being spent. I find that, even after the creation of the Irrigation Division, the work that is actually done is not substantially more than the work that used to be done before the creation of that separate division. What does it show? I think, Sir, of all the branches of our Public Works Department, the Irrigation Division is the most inefficient and the most negligent. At a time when, as Mr. Asan was submitting we are spending lakhs and lakhs of rupees on luxuries and also on industrial schemes of doubtful success, the Government are not prepared to see that sufficient funds are allotted for this very essential purpose.

DEPUTY PRESIDENT: If you quote the words of any other Honourable member, it does not cease to be repetition.

MR. A. THANU PILLAI (*Trivandrum—Rural*): Sir, we cannot have strict rules regarding repetition. Sometimes we may have to make a statement that one member made in his own words, and it is more graceful to refer to it as a statement of another member than to make it appear as if it were something original.

DEPUTY PRESIDENT: Whether there is grace or not in it, it is still repetition.

MR. A. THANU PILLAI (*Trivandrum—Rural*): I care for the progress of the business of the House. I do not want to repeat a thing already said, if I can avoid it; and if I want to make a repetition, the House should be indulgent to see that it is because I feel in the matter and this is a matter that can stand any amount of repetition. But Government have not recognised that fact. So, I must bring to the notice of the House the very clear duty of Government to see that these irrigation tanks are repaired and kept in good condition. Even though the motion refers only to new roads, I would, before closing, again submit that, at least for enabling our officers who cannot move out of their motor cars and walk to go and inspect these irrigation tanks, more roads may be constructed. I therefore support the motion.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Sir, I oppose the motion. It is not altogether that I have not got any sympathy with the real object of the mover because I agree that, if we can get funds there should be more feeder roads to the main roads. But it is a question of funds. I have spoken on the same thing already and pointed out that, in the last nine years' we have risen from Rs. 6 lakhs to Rs. 10 lakhs in regard to maintenance. But every mile of road that we build means extra amounts for maintenance and one speaker referred to an estimate sanctioned in 1930 not being worked out. That is a fact. He mentioned too that we should spend the Rs. 10 lakhs put on one side for town planning for building these new roads. Sir, I should be heart and soul with him if that were possible but I might say that the provision for planning is under capital works and that the construction of new roads comes under revenue works: and hence it is impossible to have it done as the member suggested Mr. S. J. Nair mentioned that there is only a provision of Rs. 14,000 in the budget for new roads. I think he has made a mistake. It is Rs. 1,48,150.

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MR. S. J. NAIR (*Nedumangad*): May I point out to the Chief Engineer that the allotment for new roads is to be found at pages 19, 20 and 21 of Part II of the Budget and request him to add up the figures?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): The member will find the total if he turns to the bottom of the last page.

MR. S. J. NAIR (*Nedumangad*): The item regarding construction of new roads alone need be added up.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Sir, should the time of the House be taken up for adding these figures?

MR. S. J. NAIR: (*Nedumangad*): Sir, I have given the figure already.

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): Mr. Asan and Mr. Thanu Pillai both said that officers do not visit the irrigation tanks because there are not enough roads. I visited one or two irrigation tanks, I think, with Mr. Thanu Pillai, one morning. There was no road and so we walked.

DEPUTY PRESIDENT: The time allotted for the discussion of this demand has expired. The question now before the House is that the Demand for Rs. 39,11,077 *minus* Re. 1, for the Public Works Department under Demand I be passed.

The Demand was passed and the grant was made.

The following motions lapsed, the time allotted for the Demand having expired.

17. Mr K. Padmanabhan:
To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. S. J. NAIR:

18. To reduce the total allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. KAINIKARA M. PADMANABHA PILLAI:

19. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. R. SIVARAMAN NAIR:

20 To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. R. SIVARAMAN NAIR:

21. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. S. THIRAVIAM NADAR:

22. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. K. KUNJUKRISHNA PILLAI:

23. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. V. K. VELAPPAN NAIR:

24. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. EDAVANAT S. PADMANABHA MENON:

25. To reduce the allotment of Rs. 3,800 for travelling allowance by Rs 5.

MR. K. MAHOMED:

26. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

MR. K. MAHOMED:

27. To reduce the allotment of Rs. 3,800 for travelling allowance by Rs. 3.

MR. S. CHATTANATHA KARAYALAR.

28. To reduce the allotment of Rs. 3,800 for travelling allowance by Re. 1.

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MR. S. NILAKANTA PILLAI.
29. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. S. NILAKANTA PILLAI:
30. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. S. NILAKANTA PILLAI:
31. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. S. NILAKANTA PILLAI:
32. To reduce the allotment of Rs. 27,317 for Direction by Rs. 3.

MR. S. NILAKANTA PILLAI:
33. To reduce the allotment of Rs. 27,317 for Direction by Rs. 5.

MR. A. S. DAMODARAN ASAN:
34. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. A. S. DAMODARAN ASAN:
35. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. S. J. NAIR:
36. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. S. J. NAIR:
37. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. S. J. NAIR:
38. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. S. J. NAIR:
39. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. K. KUNJUKRISHNA PILLAI:
40. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. S. CHATTANATHA KARAYALAR:
41. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. S. CHATTANATHA KARAYALAR:
42. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. S. CHATTANATHA KARAYALAR:
43. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. A. THANU PILLAI:
44. To reduce the allotment of Rs. 27,317 for Direction by Re. 1.

MR. A. THANU PILLAI:
45. To reduce the allotment of Rs. 27,317 for Direction by Rs. 5.

MR. T. KRISHNA PILLAI:
46. To reduce the allotment of Rs. 40,228 for Direction by Re. 1.

MR. T. T. KESAVAN SASTRI:
47. To reduce the allotment of Rs. 40,228 for Direction by Re. 1.

MR. N. JOHN JOSEPH:
48. To reduce the allotment of Rs. 40,228 for Direction by Re. 1.

MR. KAINIKKARA M. PADMANABHA PILLAI:
49. To reduce the allotment of Rs. 40,228 for Direction by Re. 1.

MR. R. SIVARAMAN NAIR:
50. To reduce the allotment of Rs. 40,228 for Direction by Rs. 5.

MR. N. K. KRISHNA PILLAI:
51. To reduce the allotment of Rs. 40,228 for Direction by Re. 1.

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MR. N. K. KRISHNA PILLAI:
52. To reduce the allotment of Rs. 40,228 for Direction by Re 1.

MR. N. K KRISHNA PILLAI:
53. To reduce the allotment of Rs. 40 228 for Direction by Re 1.

MR. N. K. KRISHNA PILLAI:
54. To reduce the allotment of Rs. 40,228 for Direction by Re. 1.

MR. T. P. VELAYUDHAN PILLAI:
5 To reduce the allotment of Rs. 40,228 for Direction by Re. 1.

MR. T. P. VELAYUDHAN PILLAI:
56. To reduce the allotment of Rs. 40,228 by Direction by Re. 1.

MR. T. P. VELAYUDHAN PILLAI:
57. To reduce the allotment of Rs. 40,228 for Direction by Re. 1.

MR. K. PADMANABHAN:
58. To reduce the allotment of Rs. 66,900 for Assistant Engineers and Sub-Engineers by Re 1.

MR. R. SIVARAMAN NAIR:
59. To reduce the allotment of Rs. 88,680 for 1st Grade and 2nd Grade Supervisors by Re. 1.

MR. S. THIRAVIAM NADAR:
60. To reduce the allotment of Rs. 73,000 for travelling allowances by Re. 1.

MR. A. S. DAMODARAN ASAN:
61. To reduce the allotment of Rs. 3,90,470 for original works by Re. 1.

MR, K PADMANABHAN:
62. To reduce the allotment of Rs. 3,90,470 for original works by Re. 1.

MR. K. PADMANABHAN:
63. To reduce the allotment of Rs. 10,41,902 for maintenance or annual repairs by Re. 1.

MR. S. J. NAIR
64. To reduce the allotment of Rs. 23,69,510 for Executive by Re. 1.

MR. K. KUNJUKRISHNA PILLAI:
65. To reduce the allotment of Rs. 23,69,510 for Executive by Re. 1.

MR. S. J. NAIR:
66. To reduce the allotment of Rs 23,96,827 for buildings, communications etc., excluding electrification and water supply to Government buildings etc., by Rs. 3.

MR. T. P. VELAYUDHAN PILLAI:
67. To reduce the allotment of Rs. 23,96,827 for buildings, etc., excluding electrification and water supply to Government building etc., by Rs. 10.

MR. KAINIKARA M. PADMANABHA PILLAI:
68. To reduce the allotment of Rs 25,84,254 for Public Works Department by Re. 1.

MR. N. K. KRISHNA PILLAI:
69. To reduce the allotment of Rs. 25,84,254 for Public Works Department by Re. 1.

MR. A. S. DAMODARAN ASAN:
70. To reduce the allotment of Rs. 2,75,655 for Original Works by Re. 1.

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MR. A. S. DAMODARAN ASAN :
71. To reduce the allotment of Rs. 2,75,655 for Original Works by Re. 1.

MR. S. J. NAIR :
72. To reduce the allotment of Rs. 2,64,300 for Protective Irrigation by Re. 1.

MR. S. THIRAVIAM NADAR :
73. To reduce the allotment of Rs. 2,64,300 for Protective Irrigation by Rs. 10.

MR. K. KUNJUKRISHNA PILLAI :
74. To reduce the allotment of Rs. 2,64,300 for Protective Irrigation by Re. 1.

MR. A. S. DAMODARAN ASAN :
75. To reduce the allotment of Rs. 2,64 300 for Protective Irrigation by Re. 1.

MR. A. THANU PILLAI :
76. To reduce the allotment of Rs. 2,64,300 for Protective Irrigation by Re. 1.

MR S. J. NAIR :
77. To omit the allotment of Rs. 10,00,000 for Town Planning Schemes.

MR. A. THANU PILLAI :
78. To omit the allotment of Rs. 10,00,000 for Town Planning Schemes.

MR. A. S. DAMODARAN ASAN :
79. To reduce the allotment of Rs. 10,00,000 for Town Planning by Re. 1.

MR. S. THIRAVIAM NADAR :
80. To reduce the allotment of Rs. 8,000 for works by Re. 1.

MR. S. J. NAIR :
81. To reduce the total allotment of Rs. 39,11,077 under Demand I by Rs. 5.

MR. A. THANU PILLAI :
82. To reduce the total allotment of Rs. 39,11,077 under Demand I by Re. 1.

DEMAND II—ELECTRICITY AND TELEPHONE.

MR. K. P. PADMANABHA MENON (*Electrical Engineer to Government*). Sir, I move for a grant not exceeding Rs. 36,24,149 under Demand II Electricity and Telephone.

Motion No. 83

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*) : Sir, I move :—

83. *'To reduce the allotment of Rs. 2,32,567 for Working Expenses by Re. 1.*

Sir, I am speaking on this motion restricting myself to the Trivandrum Electric Supply. Sir, I wish to bring to the attention of the House the fact that the Electrical Department is now collecting at a higher rate than it is absolutely necessary for them to do and thereby making a very huge profit. Sir, the supply of electricity when it is undertaken, is considered to be a matter that will facilitate social amenities. Life in Trivandrum town is becoming more and more costly on account of the various charges that have to be paid, by way of water cess, by way of electric charges and other items of expenditure. It may be said that, if you enjoy amenities, you will have to pay for them. We do not grudge that. But the question of the capacity of the tax payer should also be considered. Sir, it is very easy to show

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